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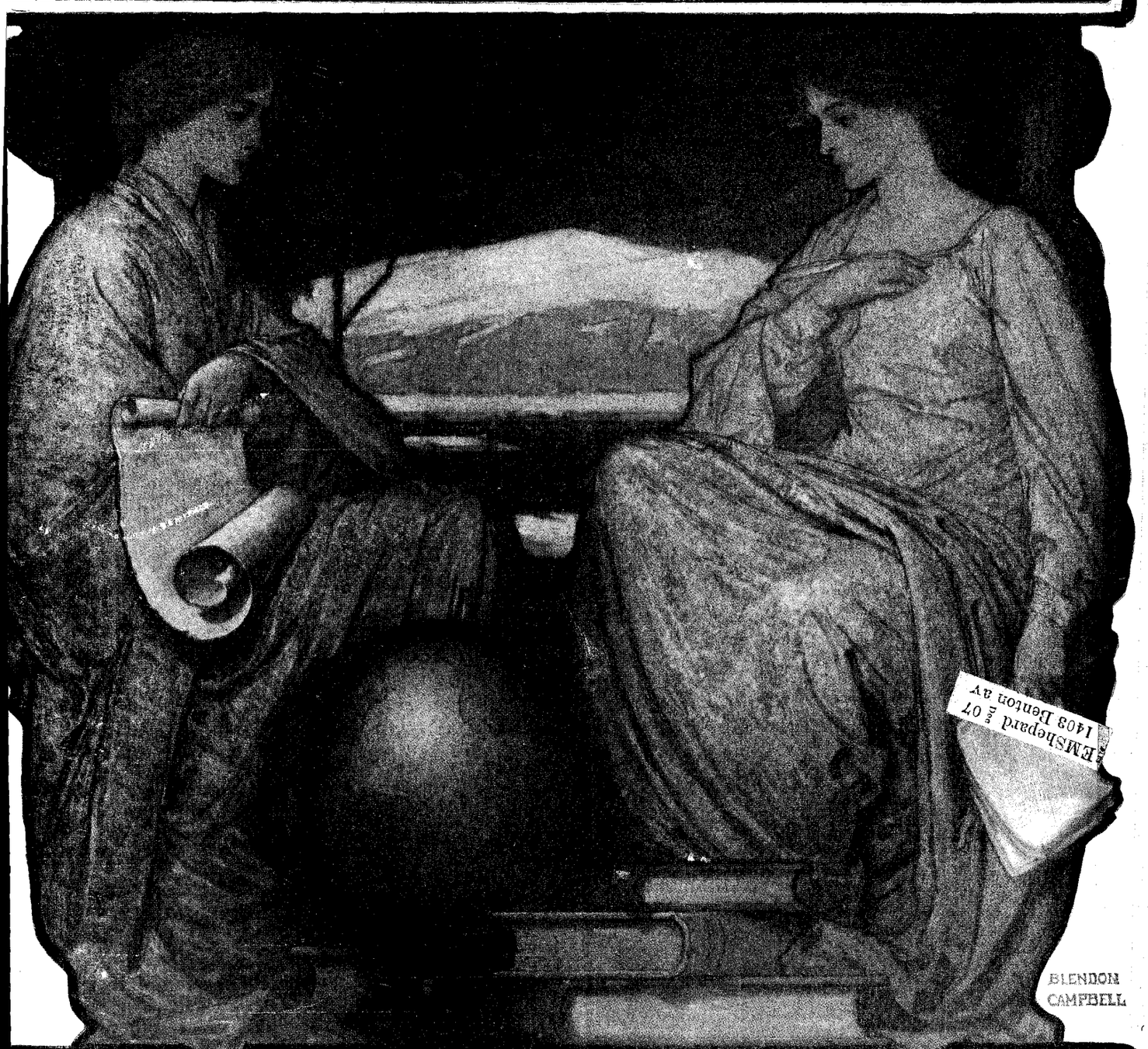

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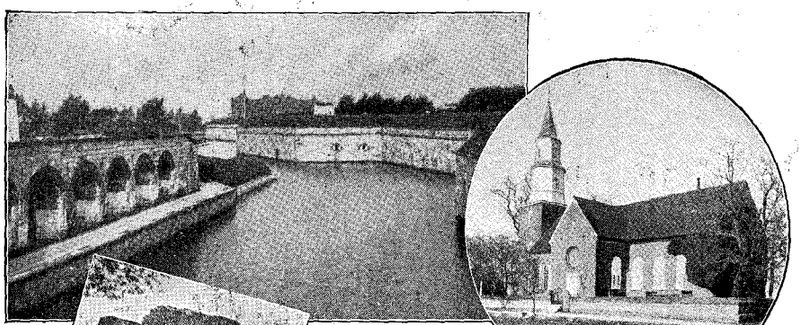

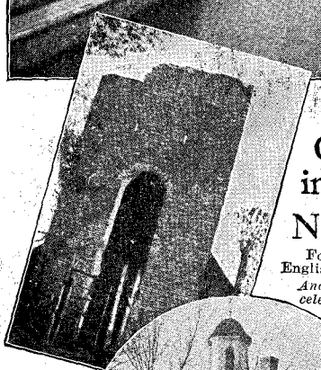

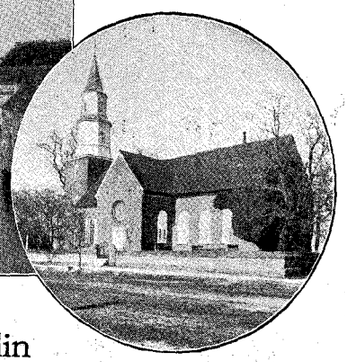

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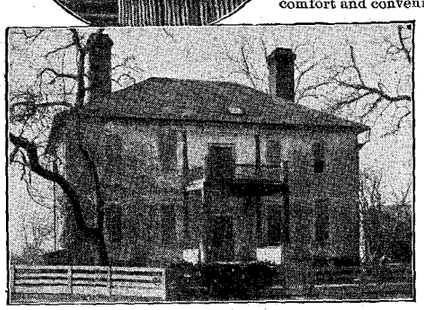

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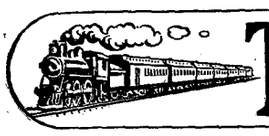

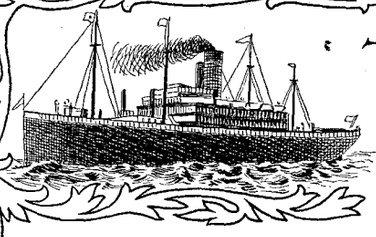

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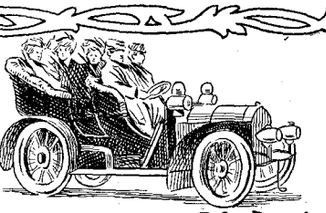

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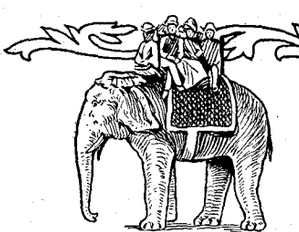

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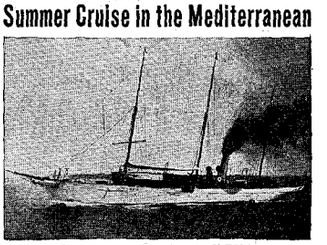

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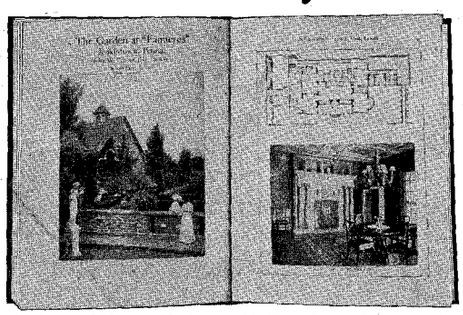

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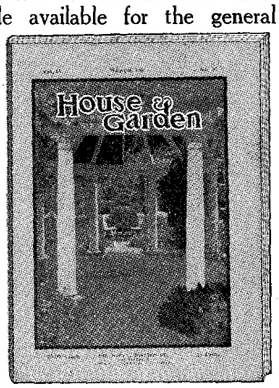

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

VOL. XXXIV., NO. 10 NEW YORK, MARCH 9, 1907 WHOLE NUMBER, 881

FAMINE RELIEF.

In reply to several inquiries we would say that contributions for the relief of famine sufferers in China and Russia may be sent to the Red Cross, War Department, Washington, D. C.

TOPICS OF THE DAY.

ARE THE RAILROADS BEING PERSECUTED?

THE public, the press, and various State legislatures have joined so vigorously in what President Truesdale, of the Delaware, Lackawanna & Western describes as "a campaign of agitation against railroads, having its origin in high executive authority," that railroad papers and railroad officials have raised the cry of "persecution." This "campaign of agitation" has been directed against alleged mismanagement and inefficiency, evidenced, it is claimed, in the needless sacrifice of human life, in the crippling of commerce through car-shortage and- congestion, and in the fact that the activities of railroad magnates center too much in Wall Street. "The railways are being attacked from nearly every source and in nearly every conceivable way," complains *The Railway Age*, a weighty technical journal published in Chicago; and it goes on to cite passages from the messages of a number of Western governors who "start out with gratulations over the unequaled prosperity of the State and its people, and then proceed to demand laws to reduce the share of the railways in the prosperity to which they have largely contributed and which without the railways would not have existed." Among the governors quoted to this effect are Governor Davidson of Wisconsin, Governor Hoch of Kansas, Governor Johnson of Minnesota, and Governor Cummins of Iowa. Last year, says the same publication, over six thousand miles of new railroad were completed in the United States, and in addition to the extensions into new territory "the work of double-tracking, building sidings, increasing the facilities of terminals, and providing additional rolling-stock" was carried forward on a large scale. But in 1907, it adds, "the spirit of antagonism against the railroads, which is so universal, has caused many of the large systems of the country to call a halt in their expansion plans." To quote further:

"New capital is required to carry on the work of development, but the status of the money-market is such that it practically is impossible to raise funds except on short-term notes at high rates of interest. With a weak bond-market, with the material increase in operating expenses, due in part to the advances in the wages of employees, with the call upon Congress to further 'strengthen the hands' of the Interstate Commerce Commission by giving it increased power to regulate the railroads, and with hostile legislation threatened in the State legislatures, the times are not propitious for launching new schemes which involve the expenditure of millions of dollars. The wave of 'reform,' which started at the White House, has extended to almost every State in the Union, and the result is a flood of bills in the State legislatures for the regulation of railroads.

"New lines under way for which final arrangements already are made will be carried through to completion, but in many instances plans which were well advanced for making important extensions have been postponed indefinitely. The same applies to much second-track construction and other improvements. The work necessary for the proper maintenance of the properties of course will not be checked, but the work of increasing facilities has been very largely curtailed and will be held in abeyance until the atmosphere clears. As one executive puts it, the campaign against the railroads has been as effective as a crop failure in checking the work of expansion, and has produced as harmful results. The outlook is not a cheerful one, and the situation will not improve until the hostile attitude toward the railroads is changed."

Turning to the question of responsibility for collisions, the same paper dismisses as "gratuitous" the insinuation that fatalities on railroads are caused by greed of the stockholders for dividends, and maintains that the long working hours of railway employees have little to do with the number of accidents, which are caused in the main, it asserts, by "the negligence of the trainmen or enginemen." Tabulating the "serious collisions" reported in the accident-bulletins of the Interstate Commerce Commission from October 1, 1901, to June 30, 1906, inclusive, it finds that 317 out of a total of 448—resulting in 70 per cent. of the money damage, 80.1 per cent. of the deaths, and 78.1 per cent. of the personal injuries—were due to "negligence of trainmen or enginemen." In the cases of only 24 serious collisions was it found that the man or men charged with responsibility for the accident had been on duty more than 16 consecutive hours preceding the occurrence. These 24—which are not included in the 317 of the first class—resulted in 1.8 per cent. of the total deaths, and 1.7 per cent. of the personal injuries. In a third class it groups those serious collisions shown to be due to "causes other than negligence of trainmen and enginemen and excessive hours." These include cases wherein the negligence was that of dispatchers and signal-operators. The number of accidents in the third group are 107, and they caused 27.1 per cent. of the property damage, 18.1 per cent. of the deaths, and 20.2 per cent. of the injuries. The lesson of these figures, says *The Railway Age*, is "one which railway men can not do too much to bring to the consideration of the public and of the daily press." To quote further:

"What is needed is a proper appreciation of where the blame for the slaughter on the railroads really lies. When the public learns that everything inimical to discipline in the great army of railway employees adds just that much more to the danger the public incurs in traveling, then we may hope that the railway managements will receive from the public that support which they properly deserve."

The Commercial and Financial Chronicle (New York), another important railway authority, remarks that many close students of affairs are pessimistic as to the outcome of the present spirit of antagonism to railroad interests "if the existing policy in that regard is not quickly changed"; and it quotes the following sentence from a letter of President Milton H. Smith, of the Louisville & Nashville Railroad Company, to the Tennessee Railroad Commission:

"The action of the United States Government and the State

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legislatures, combined with personal-damage-claim lawyers and labor-unions in conspiring to take the control of the property of the railways from their owners—bind them hand and foot, that they may be the more readily plucked—has caused, and will, I fear, continue to cause, investors to refrain from loaning the capital required to make the necessary additions."

President Finley, of the Southern Railway, speaking recently at Chattanooga, pleads for "cordial and constructive cooperation" between the public and the railroads. The transportation problem—"the greatest business and governmental problem of modern times"—can not be solved in passion, he asserts, "or in a spirit of vindictiveness, or in any misunderstanding of the conditions that surround it." President William H. Truesdale, of the Delaware, Lackawanna & Western Railroad Company, is another who publicly deplores the "war on the railroads." He is quoted in the New York *World* as saying in part:

"I have no desire to enter into a discussion of the causes of the present situation or who is primarily responsible for it, altho I have pronounced ideas as to his identity. No doubt there is some justification for the public hostility against railroads. On the other hand, there is little doubt that the conditions complained of are not so bad or so universal as claimed. They have been exaggerated and distorted, resulting in much unreasonable prejudice being aroused and bitterness engendered, which is likely to work great wrong and injustice.

"The tendency is to go to an extreme which will not serve merely to remedy conditions and practises that need attention, but extending far beyond will so check and impede the operation of railroads as to affect general business interests. Then all will suffer together.

"Legislation by Congress and by States is now the favorite panacea for all existing and imagined evils of railway management. New laws and pending bills provide a supervision and control by inexperienced officials which would hamper and embarrass the transportation interests of the country beyond measure."

The New York *Tribune* reminds us that "more than half the persons killed by the railroads are neither passengers nor employees, but trespassers." It goes on to say:

"To be exact, in 1904 there were 10,046 victims all told, of whom 5,973 were, in the strictly legal sense, trespassers, of whom, in turn, 3,357 were killed, not at crossings or stations, but on the interurban stretches of track.

"Nothing could demonstrate more forcibly than these figures the witlessness of blaming railway officials for everything and the public for nothing. The bald fact is that an enormous number of Americans not only 'match with Destiny for beers,' but match with locomotives for life. And they accept the fearful risks involved in such gambling without the hope of any great gain. Everywhere in our land railway-tracks are used as if they were village lanes. Workingmen go to and fro along them, schoolboys 'short-cut' over them, tramps promenade their level stretches, and all this is done solely for the petty convenience of a short way home or easy going."

THE WAR THAT WOULD NOT BE AVERTED.

THE American press, which a little while ago was sanguine of the peaceful settlement of the dispute between Honduras and Nicaragua, is now forced to acknowledge that something stronger than the mere admonition of their sister republics is needful to bring these Central-American warriors to terms. It was hoped and believed that arbitration could be forced upon them before they came to blows. It was even reported that, under suggestions from the United States, Mexico, Costa Rica, Guatemala, and Salvador, an arbitration agreement had been reached. But almost before this report could be published by the press, there came other dispatches announcing the declaration of war. And now, says the New York *Times*, these two Central-American republics "are already at each other's throats in the bad old way, and the chances that the rest of them will soon be involved in the wretched game of war seem large." Many of the press are inclined to treat this war as something to joke about. We are so accustomed to hear war rumors from the Latin-American territory that each new one seems but the announcement of a new scene in a continuous war comedy. "Gilbert and Sullivan probably could handle this Nicaraguan-Honduran issue better than Roosevelt," suggests the St. Louis *Globe-Democrat*. Most of the papers, however, take a more serious view. "It should be remembered," says

THE TWO-CENT-FARE PRIMER.

LUCY NORTHWEST—"Up! up! Henry, and see the sun rise."
HENRY RAILROADS (drowsily)—"Go on, Lucy dear, I don't think there will be a sunrise."

—Bartholomew in the Minneapolis *Journal*.

THAT SNOWBALL IS GETTING LARGE FAST.

—Handy in the Duluth *News Tribune*.

MORE TROUBLE COMING.

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the New York *Times*, "that these wars down in the hot lands, tho little ones and characterized by what, seen from a distance, seem to be comic-opera features, are 'the real thing' so far as the infliction of death and the destruction of property go. The man killed in a Central-American revolution or invasion has the same pang and remains dead as long as does the man slaughtered in a larger quarrel."

And tho the loss of life may be small, such an outbreak is devastating, and demoralizes the nations. Says the Baltimore *American:*

"It creates an unhealthy excitement among the people, and great apprehension among those who are nearest to the scene of the fray. It draws men away from their employments for indefinite periods and leaves their wives and families to shift for themselves. It paralyzes business of pretty nearly all descriptions, and helps to make a desert out of one of the richest territories in the world. It may be assumed that three fourths of the people are opposed to these periodical wars, but the other fourth, composed of politicians, adventurers, and swashbucklers, manage to have their way, and the people have so often failed to assert themselves that they have grown callous. It is a wonderfully fertile region, this region comprized of Honduras and Nicaragua; but, so far as the advantages derived by the people are concerned, it may as well be a sandy desert."

The merits of the present controversy are difficult to discern. "The real cause," says the New York *Sun*, "is almost entirely a matter of conjecture. There is some hot blood, some stubborn pride, some international jealousy, and some political intrigue." Of the declared cause of the war the Philadelphia *Inquirer* says:

"The bone of contention is a strip of land some thirty miles wide lying along the frontier, of which each of the two warring countries claims the ownership. It is the Nicaraguan case that the crest of the Colon mountain range forms the dividing-line, but this the Hondurans refuse to admit. They insist that the Hanks River, a number of miles to the eastward, constitutes the true line of demarcation, and nothing less than the arbitrament of battle will convince them to the contrary. The forces of the combatants prior to the opening of hostilities were mobilized along the disputed strip, so that each side will be able to claim with much plausibility that the other began it by means of a territorial invasion."

The chief interest of our press now, as it was when the first war rumors reached us, centers in the part played by arbitration. "The incident is to be greatly regretted," says the Troy *Times*, "for it gives the harmony program a setback." And by many others of the press the failure of the interested republics to accept arbitration is proclaimed as showing the helplessness of those who urge it.

THE MOYER-PETTIBONE-HAYWOOD CASE.

IN the columns of the Socialist and labor press the Thaw trial has been crowded into obscurity by the pending trial of President Charles Moyer, Secretary William Haywood, and George Pettibone, of the Western Federation of Miners. More than a year ago these three men, accused of complicity in the murder of ex-Governor Steunenburg of Idaho, were arrested in Denver, Col., and hurried by special train, and under armed escort, to a jail in Idaho, there to await trial. Their indictment followed their arrest. An attempt to get them out of jail on a writ of *habeas corpus* failed, the decision of the local court being sustained by the Supreme Court, with one dissenting voice, when the question was appealed. The dissenting opinion, handed down by Justice McKenna, is to the effect that the States of Idaho and Colorado, through their officers, "deprived the accused of a constitutional right," and were guilty of the crime of kidnaping. It is this opinion by Justice McKenna that the labor-unions and labor press have seized upon as their battle-cry. According to the New York *Worker*, "hardly a city or town in the United States but has its body of active workers specially organized for the purpose of giving publicity to the facts in the case." Thousands of dollars have been contributed for a "defense fund," and other thousands for an "agitation fund." *Labor* (St. Louis) tells its readers that the indignation meetings throughout the United States "are not so much protests for the three men in the Idaho penitentiary, but they are a protest in your own interest, because

DEMAND FOR THE JUDICIAL MURDER OF MOYER AND HAYWOOD
CAPITALISM
HABEAS CORPUS
CONSTITUTION OF THE UNITED STATES
STANDARD OIL INTERESTS

JUSTICE MANACLED AND BESMIRCHED.
—Brick in the Chicago *Socialist.*

you don't know at what time you also may be robbed of your constitutional rights and be carried from your family and fireside into another State without a hearing and left to languish in jail for over a year without a trial even." The Social-Democratic members of the Wisconsin legislature introduced resolutions asking Congress "to immediately institute an investigation and ascertain by what authority or through what influence, if any, the United States Supreme Court can set aside the Constitution of the United States and legalize the crime of kidnaping." Another resolution which throws light on the present agitation was passed by the United Mine Workers of America. It states that "we . . . do not believe that it is the intention of the courts of Idaho to give Moyer, Haywood, and Pettibone a fair and impartial trial, and that our reason for this belief is founded on the fact that their extradition from the State of Colorado was covered by fraud and is a disgrace to the jurisprudence of a great, free, and liberty-loving people, who can not afford to perpetuate fraud in one place in order to secure pretended justice in another."

Less judicial were the utterances of C. E. Rolfe before a large gathering of coal-miners at Pittsburg, Kans., as reported in the Spokane *Spokesman-Review:*

"The time has come for rebellion. The courts have refused us a fair hearing; the right of petition has been refused us, and we must now prepare to use the last recourse—force of arms. The Dred-Scott decision was followed by the Civil War. The Moyer-Haywood-Pettibone decision will be followed by a rebellion of the working class. Arm yourselves, keep a steady nerve, and get something to kill squirrels with, for the woods are full of squirrels and there is going to be a killing."

Many letters to the daily papers express a fear that the reports of the trial will be prejudiced or the evidence garbled, and the writers grow very excited and indignant over this possibility. In a more temperate vein *The Social-Democratic Herald*, "a journal of the coming civilization," published in Milwaukee, says:

"The Social-Democrats and the working people of Wisconsin do not claim to decide whether Moyer, Haywood, and Pettibone are guilty or not guilty.

"But we do want them to get a *fair and just trial.* So far they

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have not had the protection of the law and of a civilized form of government. By a conspiracy between Governor Gooding, of Idaho, and Governor McDonald, of Colorado, they were kidnaped from their homes in Denver and taken to Idaho. One would think that the whole affair happened in Morocco, where the inhabitants have no stated rights, and that the pasha of one district wanted to do the pasha of the other district a favor. Nothing of the kind was ever heard of in this country before."

Says the Chicago *Daily Socialist*, a young and vigorously edited sheet:

"A deed of darkness is being attempted in the West. It began with a midnight kidnaping, and it is proposed to go on to murder. . . . . .

"The daily press of the United States, supposed to be the most powerful organ of publicity, has closed its columns to all the facts that would really illuminate the situation.

"'IF THEREFORE THE LIGHT THAT IS IN THEE BE DARKNESS, HOW GREAT IS THAT DARKNESS.'

"This darkness has been maintained in spite of one of the most wide-spread uprisings of the people of this country ever known.

"The trampling feet of thousands of workers marching in protest, the words of hundreds of orators speaking to mighty mass-meetings, the falling of millions of leaflets and labor papers like snowflakes through the land, all have found no echo, roused no response in the daily press.

"Around about that scaffold that is being built in Idaho there rises a wall of newspapers that hope to shut out the dark deeds being done behind their silent concealment.

"If that veil can be maintained, if the workers can be kept from knowing the perfidy of officials, the criminality of capitalism, the murderous vengeance that is planned by the plutocratic powers of America, then Charles Moyer, William D. Haywood, and George Pettibone will dance on empty air, while the ghouls of capitalism rejoice because they have landed another blow upon the body of resisting labor.

"If that veil can be torn aside, if the blazing light of publicity can be poured in upon the spot where the criminal plot is being hatched, then we shall see a scattering as of bats and owls when a blast tears aside the walls of some ancient cavern.

"The only power that can tear aside that veil, that can pour in the flood of life-saving light, that can send the murderous gang cringing away into the outer darkness, is the Socialist press of the United States."

The Denver *Republican* is disturbed over "the enormous slush fund" raised by the Western Federation of Miners to save Moyer, Haywood, and Pettibone from conviction; and by the fact that miners will probably form a large part of the jury.

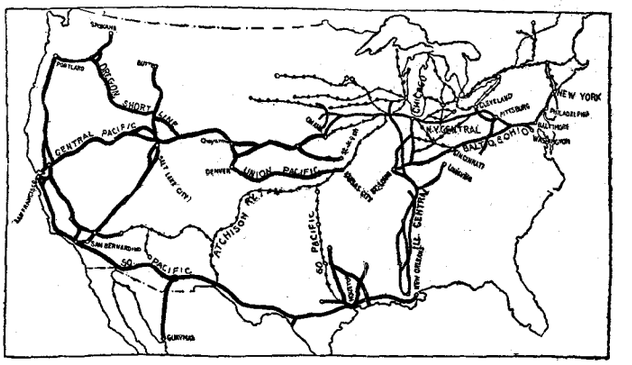
EXPLAINING THE GAME.

Harriman, the great manipulator, telling how he bought stock for "investment" and not for "control."

—Doyle in the Philadelphia *Press*.

IMPORTANCE OF THE HARRIMAN HEARING.

PECULIAR interest attaches to the testimony given by E. H. Harriman before the Interstate Commerce Commission from the fact that it has put clearly before the public, as *The Wall Street Journal* points out, both the glory and the shame of American railroad management. In this connection the same paper recalls a story told by Benedict Arnold, who before turning traitor had done valiant service for his country and had been severely wounded in the leg. "What would they do with me if



From the New York "Times."

THE HARRIMAN RAILROADS.

Heaviest lines show railroads over which Mr. Harriman is practically supreme. Medium lines mark roads in which he is dominant. Light lines show those in the management of which he has a powerful influence.

George Washington captured me?" he once asked an American prisoner. "Well," was the reply, "they would probably amputate your leg and bury it with all the honors of war, and hang the rest of you for treason." Turning this story about, *The Wall Street Journal* applies it to our railroads. "Let us amputate," it urges, "the graft, the rake-off, the dual transaction, the rebate and discrimination, the bribery and the speculation, and bury them all in a dishonored grave; and then encourage the great body of enterprise, executive ability, engineering, and operating skill in their splendid work of developing the resources of the country." Altho Mr. Harriman has not been proved guilty of all the practises here named, he has made admissions which the New York *Evening Post* characterizes as "extremely damaging"; and he has made it clear, on the other hand, that his management, however irregular its methods, brought prosperity to the roads over which he extended his control, and to the territory which they served. Mr. Harriman's testimony was at times diverting as well as illuminating. On one occasion, when questioned about a transaction of which he had no record on his books and no very distinct memory, yet which was said to have yielded him a profit of some $2,000,000, he remarked that "a little matter of two millions doesn't amount to much one way or the other." And that he had served as president of the Alton Railroad was an unimportant fact in his career which he only recalled after an effort of memory. He admitted the necessity of public regulation, and approved the idea of granting more power to the Interstate Commerce Commission, if in return for this the liberty to enter into reasonable combinations and agreements with each other is granted to the railroads. The most sensational feature of his evidence was in the details of the Alton "readjustment," as they were brought to light. This deal, says *The Wall Street Journal*, "now bids fair to pass into history along with the South-Sea bubble, the Mississippi speculation, and the Erie inflation as one of the great spectacular speculative promotions of the centuries." In this transaction Mr. Harriman and three associates—George Gould, James Stillman, and Mortimer Schiff—bought 97 per cent. of the stock of the Chicago & Alton for $42,000,000. While the deal was in progress they drew for themselves a 30-per-cent. dividend, thereby reducing the

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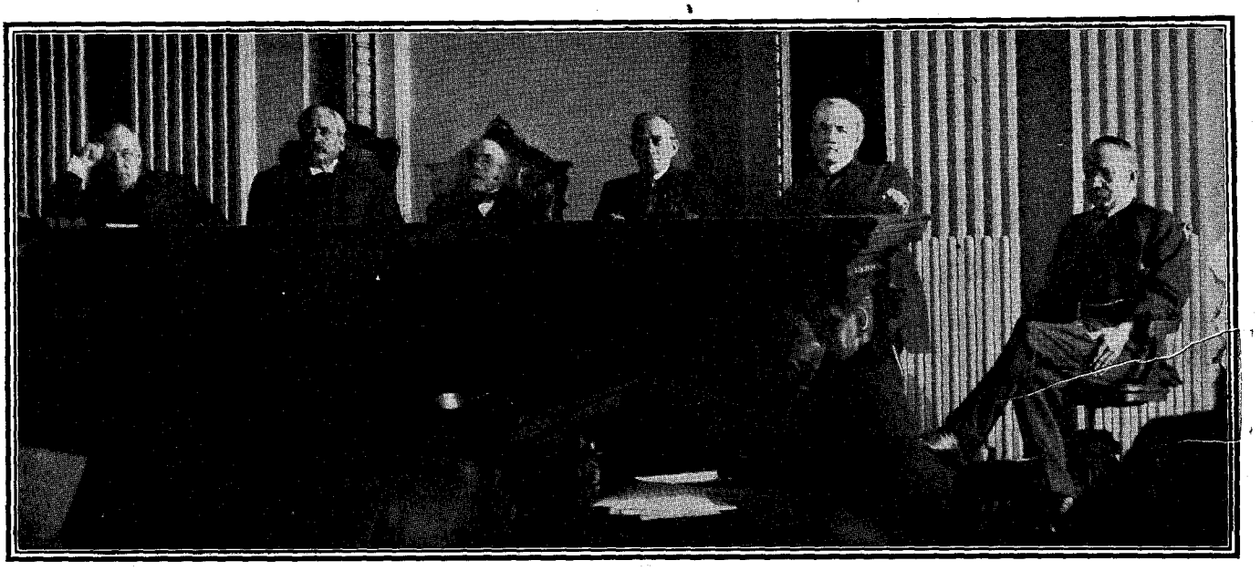


Photo. Underwood & Underwood, New York.

E. H. HARRIMAN BEFORE THE INTERSTATE COMMERCE COMMISSION.

Interstate Commerce Commissioners, from left to right, are Franklin K. Lane, Judson Clements, Martin A. Knapp, C. A. Prouty, and James S. Harlan.

cost to them of the property to $36,000,000. They then increased the capitalization to approximately $122,000,000. Of this only some $22,000,000 was spent on improvement of the road and the rolling stock. Says the New York *Sun*:

"We know of no instance in the history of railroad management in this country or in any other country so daring in conception and so audacious in execution. Dividends should be declared dependent upon the profits of each particular year, and accumulated earnings held by a corporation are part of its corporate property, and the interest therein is capital and not income. When directors act in good faith three courses are open to them, according to the Supreme Court of the United States. A corporation may distribute its earnings at once to the stockholders as income, or it may reserve part of its earnings of a prosperous year to make up for a possible lack of profits in future years, or it may accumulate portions of its earnings and invest them in its own plant so as to increase the permanent value of its property. But the underlying principle is that in every instance dividends shall be declared only from the interest or net profits earned and actually received.

"The enormous dividend declared had not been earned—no part of it was net profit. But it was, in fact, an appropriation of the capital of the corporation under the guise of the declaration of a dividend. As to its moral aspect there can be but one opinion."

But for one thought, says the New York *Evening Mail*, "people could get lost in admiration of the dexterity of the man whose mastery of the alphabet of high finance enables him to write what legends he chooses." That disturbing thought is that he is "reducing American financial ideals and practises and immunities to an absurdity." The New York *World* calls attention to an apparent violation of the Constitution of Illinois in the Alton deal. We read:

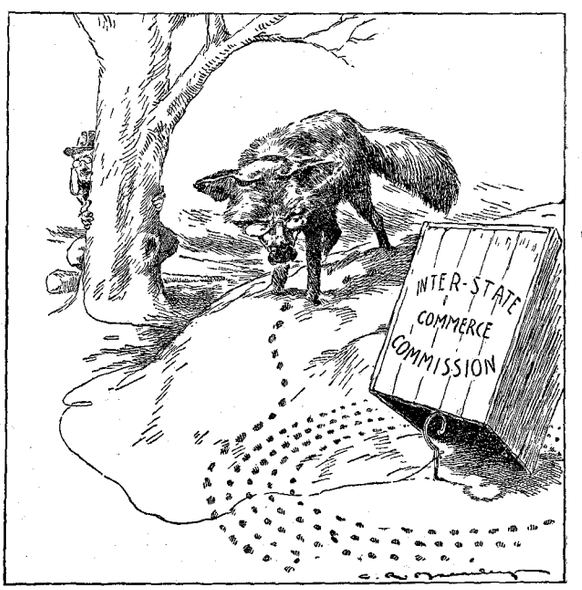
"The Constitution of Illinois provides that 'no railroad corporation shall issue any stock or bonds except for money, labor, or property actually received and applied to the purposes for which such corporation was organized. All stock dividends and other fictitious increases of the capital stock or indebtedness of any such corporation shall be void.'

"There is hardly a phrase in this article of the Illinois Constitution which Mr. Harriman and his associates have not violated in their juggling of the Alton, yet the Governor and the Attorney-General of Illinois never seem to have troubled their heads about it. They were as little concerned about Mr. Harriman's Constitution-defying financial operations as was the government of New York about the systematized criminality of its life-insurance companies.

"Is it not a logical conclusion that this $61,000,000 out of $122,000,000 in the Alton case represents roughly the amount for which Mr. Harriman was able to capitalize official neglect of duty in Illinois?"

It would thus appear that the bonds issued by the Chicago & Alton were invalid. *The Evening Post* (New York) cites the opinion of Wall Street and banking circles that Harriman's career is practically ended by this investigation. On the other hand, the New York *Times* sees, in the fact that under his management the Chicago & Alton flourished where before it had drooped, a possible justification of stock-watering. And the Chicago *Post* has this to say:

"While it is true that Mr. Harriman and the other members of the syndicates that have been working with him in his several railroad deals may have made millions out of their deals in railroad securities, it is equally true that every interest in the territory tributary to the roads in question has profited directly to a still greater extent by the development of the roads, the affairs of which are now undergoing investigation. As a matter of fact, it has not yet been shown that a single individual or a single interest has suffered to the extent of a penny out of anything that has been done in connection with the manipulation of the affairs of the roads in question, and it is incontrovertibly true that all those



THE FOX.
—Macauley in the New York *World*.

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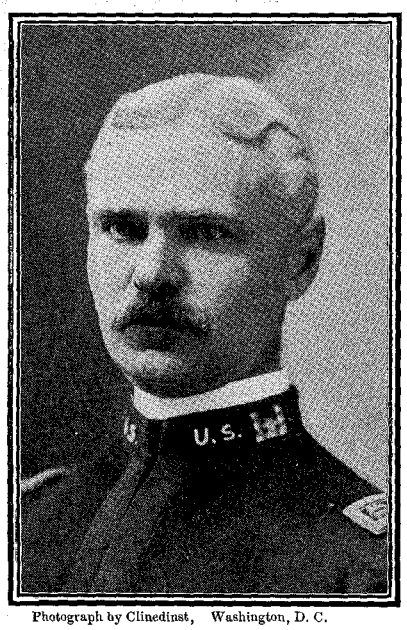
roads in every respect are many times more prosperous than when Mr. Harriman took hold of them. Millions have been spent on the physical improvement and the equipment of each one of them and their earning capacity has been increased enormously. Even granting that their securities have been watered, those securities to-day are intrinsically better value from the earning standpoint than were those which they have replaced."

THE GOVERNMENT TO BUILD THE CANAL.

A STRONG optimistic trend marks the press comment on the latest developments in the Panama-Canal plans. There is apparently a feeling of almost universal satisfaction that the actual supervising of the construction will rest in government hands. As the Baltimore *News* remarks, the public will be pleased that "Uncle Sam finds that he can boss the job himself." When first informed that all of the bids of private contractors, including that of the Oliver company, had been rejected, that Chief Engineer Stevens's resignation had been offered and accepted, and that the Army Engineer Corps would complete the work, the press acknowledged their surprize. The astonishment was confined mostly to the news of the Stevens resignation, for it had been previously understood that the chief engineer would be willing to continue his work if the construction was supervised by the Government and not let out to a private contractor. The reasons for his abrupt move were the cause of much speculation. It was reported that he saw greater possibilities of remuneration in other fields; that he was unwilling to sacrifice the larger earnings in exchange for the uncertainty of success in Panama. Other reasons of more or less plausibility were suggested, but the one which receives widest currency is presented by the New York *Tribune* in these words:



Photograph by Clinedinst, Washington, D. C.

MAJOR GEORGE W. GOETHALS,

The third chief engineer to undertake the building of the Panama Canal. Upon the resignation of Mr. Stevens, he was immediately chosen by Secretary Taft to direct the government supervision of the canal construction.

"We are told that Mr. Stevens provoked practical dismissal by writing a dictatorial letter to the President, declaring that he would 'brook no rival near the throne' in the shape of a contractor who might share some of the glory of constructing the canal, and that he would not submit to any examination by Congress, and that if any such indignities were offered to him he would quit the job. If that report be correct, and there is good ground for believing it to be, the country will regard with hearty approval the President's action in making its receipt mark the end of Mr. Stevens's service."

Somewhat similar in abruptness was the resignation of Mr. Wallace, the first chief engineer. "In view of such an experience," this paper remarks, "there would be cause for some apprehension if a third chief engineer were sought in civil life." For this reason—

"It would be feared that he, too, might resign to accept some more lucrative job, and that he might do so at a time when more embarrassment might be caused to the Government than has arisen from the resignations of Mr. Wallace and Mr. Stevens. It will, therefore, as we have said, be reassuring to have the place filled by a distinguished army engineer, who has devoted his whole life to the service of the Government, and who may be trusted not to desert the colors in the presence of the enemy. There is no occasion to enter into comparisons, odious or otherwise, between the abilities of engineers in civil and in military life, but it is appropriate to say that the nation has full and well-founded confidence in the competence and integrity of its army engineers, and also in their perseverance in the work to which they are assigned."

Equally commendatory of the work of the Army Engineer Corps are the comments of other papers. It is "used to great undertakings," says the Troy *Record*, "and its officers are not under the temptation to accept outside offers which have caused so many resignations from the canal force." Major George W. Goethals, who is now appointed to be chief engineer, has had wide experience in canal construction and general engineering since his graduation from West Point in 1880. He is a member of the General Staff of the Army, to which he was appointed in 1903.

As to the rejection of the contract plan the press is apparently satisfied that the developments incident upon the call for bids warrant the determination to give up the scheme. Says the New York *Times:*

"The President gives perfectly good reasons for rejecting all the bids for building the Panama Canal by contract. The specifications demanded of the contractors more capital than they could personally furnish, compelling them to have recourse to bankers. Bankers' money is dear, government money is cheap. 'The Government,' says the President, 'by this arrangement is made to pay a high percentage for the use of capital which it might itself have furnished at a much lower rate.' Therefore the bidders are bowed out, and the Government again resolves to build the canal itself.

"This is perfectly good business reasoning on the part of the President, and the high cost of bankers' money is not the only consideration involved. The building of the Panama Canal is a work too great for individual contractors. If done at all it must be done by the Government."

But this does not mean "that the Government will actually or physically dig and equip the great waterway," adds the New York *Commercial*. Just what it does mean, and how in reality there will be about as much "contract work" under this plan as under the other, we are told by this paper:

"The construction will be directly under the control, supervision, and direction of the United States Army, instead of civilian control, with an army engineer in immediate charge, and with that branch of the Government responsible for the work; contracts will naturally be made for any portions of the construction that the chief deems advisable—probably for practically all of it; but no one contractor or contracting corporation will take the job in its entirety, as contemplated when bids were last asked for. The change of plan, as far as the actual making of the canal goes, is really very slight indeed. . . . . .

"In all probability most of the subsidiary contractors and companies in the tentatively organized Oliver corporation will be bidders for the various classes of work and will most likely secure many of the contracts. If so, their chances for good profits will presumably be much better than under the joint-contract plan in which all were to participate in the profits on some equitable basis of division. That plan was a cumbersome one at best, and in it were unnumbered possibilities of disagreement, forfeiture, litigation, and delay. And the form of contract under which this Oliver syndicate appeared for a time to be the successful bidder was far from perfect. Attorneys who have examined it carefully are reported to have remarked that there were 'some big holes in it.' Almost beyond question misunderstandings with the Government would have arisen under it leading to lawsuits, claims before Congress, and other entanglements. It will now be far easier to make and keep a score of piece-meal contracts advantageous alike to the Government and the contractors than to operate under one blanket contract, with a score of concerns at interest.

"To call the United States Government the 'contractor' for the Panama Canal and the 'constructor' of it is something very wide of the mark."

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ANOTHER DENIAL OF THE KONGO HORRORS.

LITTLE impression seems to have been made upon the daily press and the members of Congress by the various denials of the Kongo horrors issued from time to time. Indeed, the Senate has adopted a resolution pledging the President its "cordial support" in any steps he may deem it wise to take with other Powers "for the amelioration of the condition" of the inhabitants of the basin of the Kongo. Now, however, another denial is added, this time by no less an authority than Prof. Frederick Starr, who holds the chair of anthropology in the University of Chicago. John D. Rockefeller, Jr., son of the university's benefactor, has just acquired large holdings in the Kongo rubber region. Professor Starr says, however, that he went on his own initiative to the Kongo, where he spent more than a year, determined to seek for the truth concerning the natives, in the interests of anthropology; that he had no bias for or against either the Belgian administration or the English missions; that he paid his own expenses throughout his travels and accepted hospitality from neither party, tho he stayed at times both at different missions and with government officials, and was kindly received by all of them; that he made every effort to establish the exact facts. He admits, however, that he is not a believer in Christian missions to savage people, nor in movements to elevate them to higher ideals. He would "let them alone." As the Milwaukee *Living Church* remarks, Professor Starr has for some years been known as a leading authority in matters pertaining to savage peoples. He has written a number of valuable works on the American Indians; he was at the head of the expedition which brought the Ainus of Japan to the St. Louis fair. Indeed, he is recognized as an authority whose word, tho not necessarily final, can not be passed by as a negligible quantity.

Professor Starr thinks the British are responsible for most of the Kongo hubbub, under cover of which they hope to grab the territory in the name of "humanity," while at the same time worse atrocities are going on in Britain's own possessions in the Dark Continent. It was the literature of the Kongo Reform Association, says Professor Starr, that suggested the idea of his visit. He goes on to say (in the Chicago *Tribune*):

"After reading this literature I started for the Kongo, fully prepared to see all kinds of horrors. I supposed that mutilations, cruelties, and atrocities of the most frightful kinds would everywhere present themselves. I expected to find a people everywhere suffering, mourning, and in unhappiness.

"Of course, I saw much to criticize. It is true that there are floggings, and chain gangs, and prisons. I have seen them all repeatedly. But there are floggings, chain gangs, and prisons in the United States. Mutilations are so rare that one must seek for them; and I had too much else to do. There is taxation—yes, heavy taxation—a matter which I shall discuss quite fully further on. And in connection with taxation there is forced labor, a matter which, of course, I disapprove, but it appears as just to all the groups of eminently practical men to whom I have referred. There are, no doubt, hostages, in numbers, but I saw less than a dozen. And the whole matter of hostages is one which merits careful and candid discussion. And I know that in many a large district the population is much smaller than in former times. The causes of this diminution in numbers are many and various, and to them I shall return.

"Flogging, chain gang, prison, mutilation, heavy taxation, hostages, depopulation—all these I saw, but at no time and at no place were they so flagrant as to force themselves upon attention. And of frightful outrages, such as I had expected to meet everywhere, I may almost say there was nothing.

"On the contrary, I found at many places a condition of the negro population far happier than I had dreamed it possible. . . . I saw hundreds of natives who were working happily, living in good houses, dressing in good clothes of European stuff and pattern, and saving property. That this number will rapidly increase I have no doubt.

"And now on my return, after having many of my preconceived ideas completely shattered, and feeling on the whole that things in Kongoland are not so bad, and that improvement is the order of the day, I am startled to find the greatest excitement. Pages of newspapers are filled with stories of atrocities, many of which never happened, some of which are ancient, and a part of which, recent in date, are true.

PROF. FREDERICK STARR, OF CHICAGO UNIVERSITY.

He has recently returned from the Kongo Free State, where he failed to discover the horrors for which the literature of the Kongo Reform Association had prepared him.

"I find a fierce excitement about the Belgium lobby; vigorous resolutions presented in the Senate, and the President of the United States outrunning his most urgent supporters and advisers, ready to take some drastic action to ameliorate the conditions of the suffering millions in the Kongo Free State. The surprize is so much the greater as my latest information regarding the American official attitude had been gained from the letter written by Secretary Root some months ago.

"What can be the reason of such prodigious and sudden change?

"What has happened in the Kongo since April to produce the present state of mind? What is the motive underlying the bitter attacks upon Leopold and the Free State which he established? Is it truly humanitarian? Or are the laudable impulses and praiseworthy sympathies of two great peoples being used for hidden and sinister ends of politics?"

The motive behind all the outcry is hinted at as follows:

"The same steamer which took me to the Kongo carried a newly appointed British vice-consul to that country. On one occasion he detailed to a missionary friend his instructions as laid down in his commission. I was seated close by those in conversation, and no attempt was made on my part to overhear or on their part toward secrecy. His statement indicated that the prime object of his appointment was to make a careful examination of the Aruwimi River to see whether its valley could be utilized for a railroad. The second of the four objects of his appointment was to secure as large a volume as possible of complaints from British subjects (blacks) resident in the Kongo Free State. The third was to accumulate all possible information regarding atrocities upon the natives. These three out of four objects of his appointment seem to be most interesting and suggestive.

"On a later occasion I was in company with this same gentleman. A missionary present had exprest anxiety that the report of the commission of inquiry and investigation should appear. It will be remembered that a considerable time elapsed between the return of the commission to Europe and the publishing of its report. After the missionary had exprest his anxiety for its appearance and to know its contents, the vice-consul remarked: 'It makes no difference when the report appears; it makes no difference if it never appears; the British Government has decided upon its course of action and it will not be influenced by whatever the commission's report may contain.' Comment upon this observation is superfluous.

"Upon the Atlantic steamer which brought us from Antwerp to New York City, there was a young Canadian returning from three years abroad. He knew that we had been in the Kongo Free State, and on several occasions conversed with me about my journey. We had never referred to atrocities, nor conditions, nor politics. One day, with no particular reason in the preceding conversation for the statement, he said: 'Of course, the Belgians will lose the Kongo. We have got to have it. We must build the Cape to Cairo road. You know we wanted the Transvaal. We found a way to get it; we have it. So we will find some way to get the Kongo.'"

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WORK OF THE SHORT SESSION.

THE excuse of the Senate and the House for the fact that the last session of the Fifty-ninth Congress ended on March 4 with so little popular legislation to its credit is that the shortness of the session permitted of practically no work beyond the passage of the great appropriation bills. Nevertheless, remarks the New York *Herald* (Ind.), "the Senate found time to talk about the Brownsville affray for nearly a month"—and apparently without shedding any new light on the subject. It will be remembered that the preceding session afforded President Roosevelt special gratification, having been productive, he asserted, of "more substantial work for good" than any other session within his memory But the second session, says the New York *Evening Post* (Ind.), "will be remembered by the money it has spent rather than for the good it has done." On the other hand, the New York *Tribune* (Rep.) claims that the short session "has set a new pace for careful, expeditious enactment of necessary public measures, including all those general laws for which, throughout the country, there was a general demand." The President, according to Washington dispatches, is more pleased over the passage of the clause in the immigration act which broke the deadlock between the Federal Government and the San Francisco School Board on the question of admitting Japanese children to the public schools, and over the sanctioning by Congress of his naval program, than he is over any other measures enacted during this session. That he has not been indifferent in regard to other legislation, however, may be inferred from the fact that during the winter he has sent about forty messages to Congress, ranging in subject from the care of boys put on probation by the local courts of the District of Columbia to the conditions obtaining in the Canal Zone. The bill giving the Government the right of appeal in certain criminal cases—a bill the importance of which the President specially emphasized—came through the Senate in a much-mutilated condition. Other measures of general interest which were approved were the Santo Domingo Treaty, the General Service Pension Bill, the Aldrich Currency Bill, and the La Follette-Esch bill limiting the hours of continuous labor of railway employees. The last-mentioned measure was at the point of strangulation in conference, but was resuscitated after Congress had been bombarded with some 20,000 telegrams of protest from the railroad telegraph operators of the country. Thereupon the conferrees contented themselves with taking the sting out of two other measures which were vehemently opposed by certain "interests." They did this by killing the Beveridge amendment to the Agricultural Appropriation Bill providing that the date of inspection must appear on the labels affixt to packing-house products, and by squelching an amendment to the Post-office Appropriation Bill which aimed to cut about $5,000,000 from the sum paid annually to the railroads for carrying the mails.

Among the measures which failed to win the sanction of Congress were bills providing for the reduction of the tariff in favor of the Philippines, for granting citizenship to the Porto Ricans, for copyright revision, for an eight-hour law, for an anti-injunction law, for the prohibition of interstate commerce in the products of child labor, for the removal of duty on works of art, and for the conservation of public coal and oil lands. A peculiar fate overtook the Ship-Subsidy Bill. After a process of elimination which reduced the bill to a mere remnant of its former self, it came to a vote and was defeated by the House. Almost immediately, by a party ruse, it was revived and passed, only to be "talked to death" by Senator Carmack when it reached the Senate.

The Senate and the House voted to increase the pay of Senators and Representatives from $5,000 a year to $7,500, and the salaries of the Vice-President, Speaker, and members of the Cabinet to $12,000. Another interesting incident of the session occurred when the Senate, in spite of the exprest opposition of some eight million women, confirmed Senator Smoot, of Utah, in his right to his seat.

The Dominican treaty, as ratified by the Senate, "differs radically," according to the New York *Post* (Ind.), from the treaty approved by the President two years ago, which "proposed, practically, a protectorate over Santo Domingo." By the present treaty the United States is simply to name a "General Receiver of Dominican Customs." Says the Washington *Star* (Ind.):

"Objection to the convention as first voiced was that it would operate as a precedent, and might involve this Government in no end of trouble. European creditors of the small countries to the south of us would try to make Uncle Sam a sort of general receiver for this hemisphere. Undertaking to straighten out the finances of one country would commit us to a good deal of work of that kind. We should soon have our hands full, and in some of it might find grave difficulties.

"Argument, however, did not strengthen this opinion. The case in hand was one that stood alone and spoke for itself. Santo Domingo had applied for our assistance upon specific lines, which presented no dangers whatever. It was a simple question of rendering a neighbor and friend a service, which would cost us nothing and be of great benefit to her and her creditors. To have declined upon grounds of timidity would not have advanced us in anybody's estimation, but rather have invited the charge of surliness and suspicion."

The Service Pension Bill, already mentioned, provides pensions for all veterans of either the Civil War or the Mexican War who have reached the age of sixty-two, whether under disability or not. It is estimated that there are about 100,000 Civil-War veterans not on the pension-list who will be entitled to come in under this act.

Other work done by the short session includes an expatriation law, defining citizenship and status of Americans married to foreigners; the prohibition of political campaign contributions from national banks and corporations; the passage of a free-alcohol bill; provision for the reorganization and enlargement of the artillery; and the authorization of a Philippine agricultural bank.

Says the New York *Times* (Dem.):

"The most important measures of the session appear to be the Aldrich Currency Bill, the ratified Santo Domingo Treaty, and the Immigration Bill. The Currency Bill is by no means a radical or complete measure of reform, but it relieves the Secretary of the Treasury of the necessity of locking up a great deal of money of which the people could make profitable business use, and in enlarging the monthly limit of national bank-note retirement it takes a step in the direction of greater elasticity of the currency. The Immigration Bill reflects a compromise between the two houses and in that process it lost some of its important features. The provision enabling the President to reach a satisfactory adjustment of our differences with Japan gives the measure its chief significance. The Santo Domingo treaty gives to that Republic the benefit of our friendly assistance with its financial problems, and extends to it protection against consequences of past or future improvidence, while by no means committing us to the risks and entanglements involved in the arrangement originally designed and accepted by the President.

"It is due, we believe, to the President's forbearance that the session has been so uneventful. He has refrained from urging upon Congress any further measures for the reorganization of the business of the country, easily perceiving that a short session would afford insufficient time for the wrangling and turbulence which are now always expected to be the result of his attempts to bring Congress to his way of thinking."

TOPICS IN BRIEF.

BAILEY has been exonerated by the Texas Senate, but his friends should advise him not to do it again.—*Chicago News.*

UNDER a new ruling, telephone-girls in France must respond, "I listen." In this country that is just what we are kicking about.—*Pittsburg Gazette.*

EVERY time the Interstate-Commerce Commission sees a chance to do so it jumps into the Alton railroad reorganization matter with a splash.—*Chicago News.*

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FOREIGN COMMENT.

AN INCOME-TAX IN FRANCE.

THE introduction of an income-tax bill into the French Assembly has been like the explosion of a bomb. Mr. Clemenceau's ministry has already brought in a religious revolution; France is now threatened with a financial revolution and bankruptcy, declares the *Figaro* (Paris). Altho in the days of Thiers an income-tax was looked upon as something which the French people would never stand, Mr. Caillaux, the Minister of Finance, has now drawn up a measure which taxes the incomes of high and low, and provides the most stringent measures for discovering what those incomes are. Even a day-laborer, out of work or on strike, can be assessed at the rate of what he earned during the same period the previous year. While the bill is very complicated, its main provisions, as given in the *Temps* (Paris), may be outlined as follows: The income of the individual citizen made subject to taxation includes receipts from buildings, from other real property, from investments in France or abroad, including French Rentes, salaries of professional men, workingmen, merchants, and tradesmen, earnings from farming, annuities, wages, pensions, and earnings of members of the liberal professions (artists, musicians, etc.). These amount to seven distinct sources of income. This tax is intended to replace all other domestic taxes, except local ones, and this fact alone, as may be imagined, will mean much to many industries. The tax on doors and windows, abolished long ago in other civilized countries, still exists in France, but will disappear if the present bill becomes law. The new income-tax is a graded one. A man receiving an income of $1,000 a year will pay a tax of $2; one receiving $2,000 will pay $26; one receiving $4,000 will pay $88; one receiving $8,000 will pay $252, and so on. All receiving over $20,000 a year will be taxed at the rate of 4 per cent. When a citizen derives income from more than one source, he has an additional tax imposed for his total income.

MR. CAILLLAUX,
French Finance Minister, who is introducing a revolutionary income-tax.

As the *Figaro* says, "paying twice over is one of the principles of the system," and adds, "the day when this proposal becomes law the 39,000,000 who constitute the population of France will be no longer citizens—they are scarcely that now!—but people 'taxable at will' and 'subject to forced labor.' They will be worse off than ever were the serfs in a feudal territory or the population of a conquered country." The details of the measure of Mr. Caillaux, whom the paper quoted styles "the Vidocq of finance," constitute practically, we are told by the same editor, "a financial holy inquisition." Even the house of the citizen may be searched to find out whether he has given a true account of his property.

Echoing the tone in which this conservative journal speaks, the *Temps* (Paris), while more reserved in its utterances, condemns especially the provision which imposes upon the poorer class an assessment on their smallest earnings or possessions, namely, overtime earnings, savings, or legacies. To quote this influential journal:

"At a stroke the fundamental principle of French fiscal law is overthrown before our eyes. Taxation, which has hitherto been made to regard things, not persons, has at once been made essentially personal. Whether it be avowed or not, intended or not, the fact remains the same. The result of this pretended reform, now being laid before Parliament, is really the institution in our country of a vast and permanent bureau of fiscal espionage."

Mr. Rochefort, in his *Intransigeant*, somewhat comically complains of his friends the Pacifists for bringing in a measure which promises so little peace to the country. He expresses himself in this connection as follows:

"If the proposed income-tax had been contemplated and formulated in a bill during prosperous times and had made a principle of lightening the burden of the poor and drawing more heavily on the resources of the rich, it would have furnished matter for an interesting discussion, for there exists at present no more burning question than the control and just distribution of the public fortune. But now the Minister of Finance has made it his first aim to fill his coffers, and he seems likely to make the assessment as high as possible, and thus in addition to the present religious war, we are threatened with a commercial war, leaving out of account a war with Morocco. This is not exactly the result which our pacifist friends had promised."

Mr. Jaurès, in the *Humanité*, hails the new bill with enthusiasm, as the first instalment of a genuine socialist program, and the first step toward establishing that collectivism on which he has set his heart. To quote:

"I feel pretty certain that the parliamentary commission in whose hands the bill has been placed will give to it their quick and hearty sanction. And taking this ground we feel quite able to defy the assaults and maneuvers of that reactionary spirit which is bringing into activity all the forces of prejudice and egotism, both in the press and in the financial world, against a fiscal measure which plainly prefigures, and gives us a promise of coming social justice. We shall endeavor to make throughout the country such an active propaganda that even if reactionary intrigue and senatorial peevishness bring about the fall of the ministry on the subject of the income-tax, that measure may still survive, even as the Separation project survived after the dissolution of the Combes cabinet."—*Translations made for* THE LITERARY DIGEST.

THE HOLLOW TRUCE BETWEEN RUSSIA AND JAPAN.

ONE of the greatest safeguards of peace between Japan and America lies in Japan's attitude toward Russia. A few days ago a remarkable rumor had it that Japan, Russia, and England had united in an alliance, but nothing further has been heard about it. The present groundwork for Russo-Japanese relations leaves "the formidable Damocles's sword" of war still hanging "by a gossamer thread" over mankind in Russia and Eastern Asia, in the opinion of Dr. Emile J. Dillon, the correspondent of the London *Daily Telegraph*, who discusses the Portsmouth Peace and its results in an article in *The Contemporary Review* (London). He characterizes the Peace of Portsmouth as "but an indefinite truce." The victory of the Japanese must not be looked upon as a final settlement of the relations of the two Powers. In his own words:

"It is true, altho not perhaps obvious, that the real differences between the two governments are at bottom more serious than they appear on the surface. . . . And that is a dismal outlook. The campaign which ended with the Treaty of Portsmouth decided nothing—except the necessity of resting for a time and of resuming hostilities as soon as circumstances are again favorable to one or other of the recent belligerents. Neither can the negotiations which Mr. Izvolsky and Mr. Motono are now carrying on in St. Petersburg remove the apple of contention despite the

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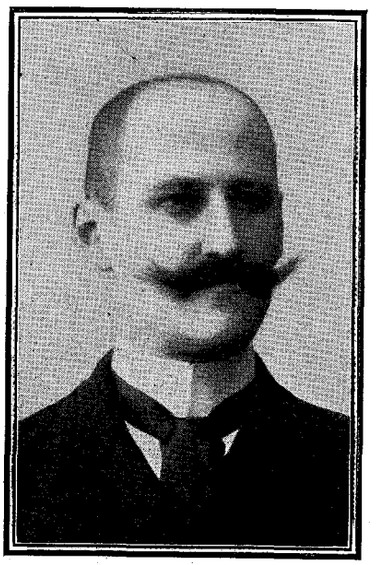
apparent hopefulness of Japanese and Russian politicians. For they deal merely with symptoms, leaving the root of the matter untouched. The truce of Portsmouth can be turned into a peace only by another and more sanguinary war, or else by means of a complete and business-like settlement which three years ago might have been readily arrived at by the two empires concerned, but can hardly be reached to-day without the introduction of diplomatic machinery somewhat more complicated."

The Treaty of Portsmouth has not by any means healed the breach between Russia and Japan, and the temper of the two nations does not give evidence of any genuine friendship on either side. Says Dr. Dillon:

"There has been no cordiality on either side since the Portsmouth Treaty was ratified. Each party is on its guard against the other; each is preparing elaborately for contingencies which might easily be averted; each empire is still represented by a plenipotentiary in the capital of the other instead of having an ambassador there. The details left for further discussion by the treaty are still unsettled, in spite of the efforts of Messrs. Izvolsky and Motono to arrange them amicably. A settlement will come no doubt in due time, but so too will other differences, other causes of friction, other grounds for misgivings."



MR. F. A. GOLOVINE,
Leader of the Constitutional Democratic party outside of the Douma.

Dr. Dillon proceeds to state what he considers to be the only solid peace basis—namely, genuine friendship between Russia and Japan. On this point this eminent authority writes as follows:

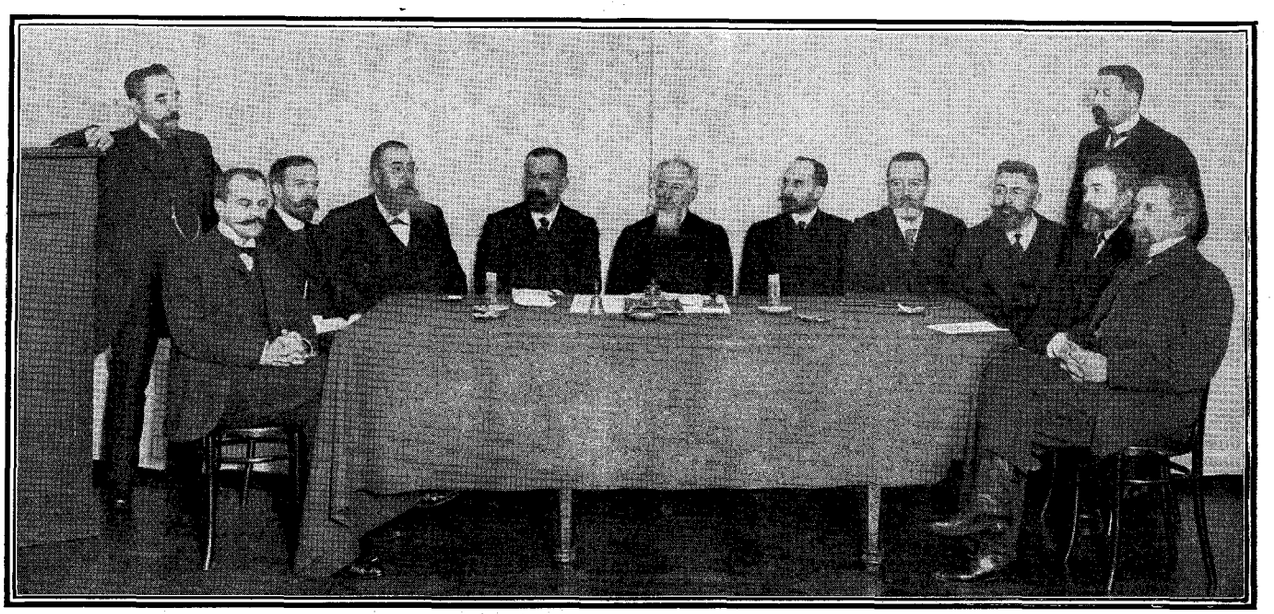
"Russia, whose national interests are now identical with those of the community of nations, would, I fancy, consent to harmonize the aims of the two empires in the Far East on the basis of live and let live. And there would be no serious hitch in the present negotiations if they were resumed in that spirit. Probably it is not wholly the extent of the demands made by Japan that provokes impatience in Russia; it may well be that the conviction is likewise active there that all concessions now made will be put to an unfriendly use, so that everything Russia gives is a stick to beat her own back.

"However this may be, the conditions of a stable peace in the Far East are to-day what they were a twelvemonth ago. As things are, a second Russo-Japanese conflict is but a question of time, unless a sponge be drawn over the past, and friendship between Russia and Japan be achieved in the near future. Now, in the abstract, that consummation looks feasible enough: Russia, to abandon definitely her dream of overlordship in the Pacific, to renounce deliberately and irrevocably the commanding position which she occupied in 1902, and sincerely to accept the *status quo* as determined by the Portsmouth Treaty; and, on the other hand, Japan to withstand the temptation to prepare for a future campaign, the object of which would be the capture of Vladivostok, the annexation of the northern half of the Sakhalien, and the complete and definite ousting of Russia from the Pacific coast. No future revenge for one side, no further conquest for the other, while the mutual relations of the two empires would be uniformly shaped by a spirit of genuine friendship and grounded confidence. Personally, I believe that such a combination is not only desirable, but practicable."

DIFFICULTIES OF PARLIAMENTARY GOVERNMENT IN RUSSIA.

ROCKS are discerned ahead in the prospect of the new Douma in Russia. It appears to many to be certain that, in spite of the "gerrymandering" of Mr. Stolypine and his followers, the elections now going on point to the presumption that the second Russian parliament will inevitably follow in the steps of that which preceded it. It seems bound to propose measures in distinct harmony with the revolutionary movement. There are therefore two alternatives before it. Either it will be at once dissolved on some pretext or other by a peremptory ukase, on the real ground that it does not represent the policy either of Mr. Stolypine or of the reactionaries, or else it will act with such rash and independent audacity as will forfeit its claim to be considered a constitutional body. Such seems to be the general opinion of the press.

All that may at present be taken for granted is that the Russian people have returned an Opposition Douma; that the reactionaries as well as the Socialists have received a decisive repulse, and that the Constitutional Democrats, under their leader Milukoff, have thus insured an overwhelming majority in the second



CENTRAL COMMITTEE OF THE RUSSIAN POLITICAL PARTY KNOWN AS THE MODERATE REACTIONARIES.

At the center, behind the ink-stand, is seated Count Heyden, leader of the movement. A press correspondent writes of him that he "has some of the upright stubbornness one admires in Mr. Roosevelt." The second man on his left is Dimitri Shipoff, a liberal leader who has stood for the freedom of the Russian press.

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Russian parliament. The *Neue Freie Presse* (Vienna) sums up the situation by declaring that "it may now safely be asserted that the second Douma elections have dealt what is the severest blow that absolutism has ever felt in Russia, and the situation of autocracy is exactly described by MacMahon's order to Gambetta, 'Either give in or get out.'" This opinion of the turn finally to be taken by the elections is confirmed by every newspaper from St. Petersburg to London. A chorus of exultation is raised by the St. Petersburg *Telegraf*, *Retch*, and *Tovaritch*, the last of which announces that "without doubt the new Douma, as was anticipated, will be an Opposition parliament." The London *Tribune* (Liberal), chimes in with the words:

PAUL MILUKOFF.

Upon arriving in this country recently Alexis Aladyin said that Paul Milukoff is "the strongest man in Russia to-day." He is leader of the Constitutional Democrats in the Douma, a delegation of 150, which represents 7,000,000 voters. The Labor party now has 116 votes in the Douma.

"The Russian elections are better than the most optimistic among us had dared to hope. The various Liberal parties are now assured of a majority in the Douma, and it is obvious that the great towns are even more unanimously progressive than they were a year ago. Last year the elections were far from free; this year the whole battle has lain not between the parties, but between the Opposition and the Government. Given ten men, of whom one is reactionary and nine are progressives, if you imprison one, disfranchise two, and intimidate a fourth, the majority will still be progressive. It would be too much to hope that the return for the second time of a Liberal Douma will end the conflict. But it will teach the bureaucracy that the only possible alternatives before it are unmixt autocracy and a frank acceptance of constitutionalism. If the Czar still refuses to summon a Liberal government to power he must renounce all thought of maintaining any sort of representative assembly."

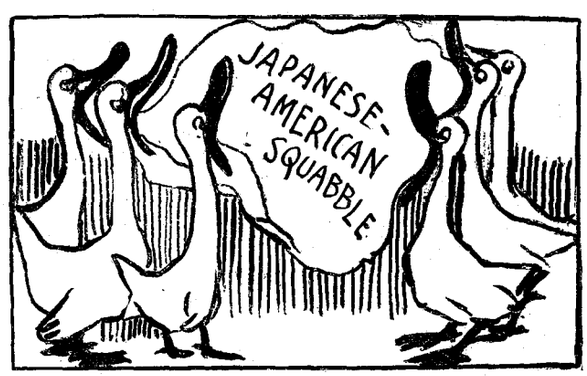
Mr. Jaurès, in the *Humanité* (Paris), reechoes with still greater emphasis his joy over the rising of the Russian people in their strength. He writes:

"The rage of the Russian Government knows no bounds. Its efforts to balk the electors are multiplied. It is not indeed surprizing that Mr. Stolpyine should show such nervousness, but in spite of his stupid attempts at restriction the furious repression instituted by the camarilla has proved impotent to check the onward dash for liberty made by the Russian people. Our friends enter the Douma in a compact phalanx and will there promote the business of the revolution. It was impossible we could have hoped for more than this."

Yet the battle for Russian liberty has by no means been won as yet. Some thoughtful journals point out the difficulties that await the Douma soon to assemble. What course the baffled reactionaries will take is already hinted at by their journalistic organs. While the *Novoye Vremya* (St. Petersburg) goes so far as to attribute the triumph of the Opposition (which it reluctantly concedes) to the Jews, who do not represent the Russian people, but enjoy, it is alleged, an excessive number of votes according to the law which gives so large a proportion of franchises to townfolk, this is disputed by the Opposition organs, which claim that their majority came from the landholders. But the *Rossia* (St. Petersburg), organ of the Stolypine party, actually threatens the new Douma with the fate of its predecessor—peremptory dissolution by imperial ukase—unless Mr. Milukoff and his followers confine themselves to the exercise of their constitutional functions. This warning is repeated by the *Grazhdanin* (St. Petersburg), representing the bureaucracy and court circles. Both these journals refer in a covert manner to the military police, as conservators of political order, and to the other administrative forces which are determined on backing the autocratic authority. But the *Rossia*, cited above, is not the only journal which anticipates in the new Douma the results of that "political light-headedness" which the Constitutional Democrats have sometimes evinced. Even the London *Times* expresses the fear that perhaps the triumphant party may be its own undoing by a daring or even reckless assumption of independence. To quote the words of this paper:

"The strength of the hold upon the nation enjoyed by the Constitutional Democrats is now beyond dispute. Moreover, the scant success obtained by the Extreme Left shows that the nation supports the Constitutional Democrats because it regards them as essentially the moderate Opposition party. The great question is, Will they justify the confidence reposed in them? Will they realize the importance of the mission entrusted to them, a mission which is essentially based upon moderation? The tone adopted by the party organs is calculated to arouse misgivings. It is natural for human beings to resent real or fancied wrongs, and it is, humanly speaking, natural that the Constitutional Democrats should bear no good-will toward the Government, which, laudably enough desiring to secure a Douma likely to give the least ground for a deadlock or conflict such as precipitated the lamentable dénouement of July last, adopted a policy of ostracism toward them. But a great political party, especially one which has already learned the mistake of yielding to the passion of resentment as it did in issuing the Viborg manifesto, should abstain from rash, precipitate utterances. Yet to-day all the Constitutional Democratic organs, with one voice, proclaim the impossibility for the next Douma to work with the present ministry."—*Translations made for* THE LITERARY DIGEST.

The American-Japan Question an Object-lesson to Britain.—The threatened clash between the Federal and State authorities on the school question of San Francisco has pointed a moral to certain writers on the question of Great Britain's relations to her colonies, and the relations of one colony with another. A colonial conference is soon to be held in which delegates from all the foreign provinces of Greater Britain are to meet and confer on subjects outlined by Lord Elgin, Secretary for the Colonies. The subjects slated for discussion, says *The Statist* (London), are insignificant matters in comparison with the problem of how the colonies and the mother country are each and all to exercise a real voice in the internal management of the Empire,



AN ITALIAN VIEW OF IT.
—*Fischietto* (Turin).

as Federal and State governments cooperate in the administration of the American Union. The writer proceeds to show how necessary such absolute cooperation is, from the recent experience of the United States, and we read as follows:

"We see in the United States at present how very serious a

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question has been raised by the decision of the school authorities of San Francisco. We do not ourselves believe that there is danger of war arising out of it between the United States and Japan. But it is perfectly manifest that if California persists in treating the Japanese as she is treating them at present a very bad feeling will be excited in Japan, and nobody can say what may come out of exceedingly bad feelings. Now, our own colonies, and especially the Australian colonies, are animated by a spirit close akin to that which animates the people of California. The Australians are determined that Australia shall be a white man's land. And they are especially determined that neither Chinese nor Japanese shall settle and become citizens in Australia. That is a matter which is sure to give rise to difficulties in the future. The sooner the fact is recognized, and the sooner, therefore, some understanding is arrived at which shall enable the different parts of the Empire to use their influence in preventing action from being taken which may end in a serious war, the better it will be."

A GERMAN VIEW OF THE BRITISH ARMY.

A KEEN observer of the panicky talk in England about the danger of a French invasion through the proposed Channel tunnel points out that the French do not seem to be worrying over the possibility of a British invasion. What is the value of the British Army as a military force, and what is its present specific character? asks Lieutenant-Colonel von Bosedow in the *Militaer Wochenblatt* (Berlin), the official organ of the German Army. Colonel von Bosedow has had many opportunities of studying English soldiers, and has been officially sent to England to do so. He has accordingly visited their instruction camps, seen their reviews, inspected their barracks, and dined at their messes. He acknowledges the good qualities of rank and file, but is struck by the methods and customs which make the British so different from the German system. He does not think much of the volunteer forces, and, as a strict martinet, considers that English officers and men are somewhat "slouchy," if not undisciplined. He does not admire the English recruiting method, which, like that in vogue in this country, is not known on the Continent. His impressions are recorded as follows:

"The English Government hires its soldiers just as a German householder engages a servant. At the railway-stations and on public monuments are placards, with colored illustrations, which set forth in glowing terms the delights and profits of military service. In Trafalgar Square, one of the most bustling centers of London, recruiting sergeants, recognizable by their party-colored rosettes, stand from day to day, laying wait for their victims. The poor devils who suffer themselves thus to be hired are by no means the flower of British civilization, and the reputation enjoyed by Tommy Atkins among the people may be gaged by the fact that non-commissioned officers in uniform are absolutely refused admittance at a number of public places of entertainment."

The worst fault which he finds with this obsolete method of recruiting is that it fails to raise an adequate number of military aspirants. Of this failure and its consequences he observes:

"In spite of the freedom allowed the recruit, the easy way in which fast and loose is played with rules and regulations, the system does not answer. The standard of height has to be lowered drummers are enlisted at fourteen, others in the ranks at seventeen, but the effective force demanded by the budget of supplies is never attained. The English soldier is the best treated in the world. He costs the country on the average $500 a year, rather more than double a Continental soldier. He has scarcely anything to carry. What then is wanting? Something which can not be exacted from or imparted to a man—the military spirit, which in our age of materialistic egotism has almost entirely vanished."

The weakness of the regular army in England is by no means compensated for by the efficiency of such supplementary forces as the militia, the yeomanry, and the volunteers. These, says the German Colonel, are of doubtful value in active service. Their officers enjoy no prestige, and even when in uniform do not receive the salute from their subordinates. As to discipline, it is "the discipline of volunteers, and is therefore voluntary, *i.e.*, just what those who are called upon to submit to it like it to be." The Colonel is, however, especially shocked by the bearing and habits of the English officer, whom he thus describes:

"The officer is usually conspicuous for his distinguished air and good address, but he is too much absorbed in sport to have either time or energy for military training or study. His habits are so luxurious that he needs a considerable private fortune, in addition to his pay, if he would meet necessary expenses, so that many young fellows of the greatest promise are cut off from the profession of arms. Just imagine that the red tunic embroidered for full dress costs more than $40, and every arm of the service uses three or four different uniforms—for review, for maneuvers, for the mess, etc."

As a specimen of the slovenliness of the officers, from a German military standpoint, he cites the following experience: "It is very astonishing to see, as I have seen, a commanding officer enter the barrack in mufti to carry out some detail of current duty, while the guard turns out and presents arms, and the officers on duty make their reports to him."

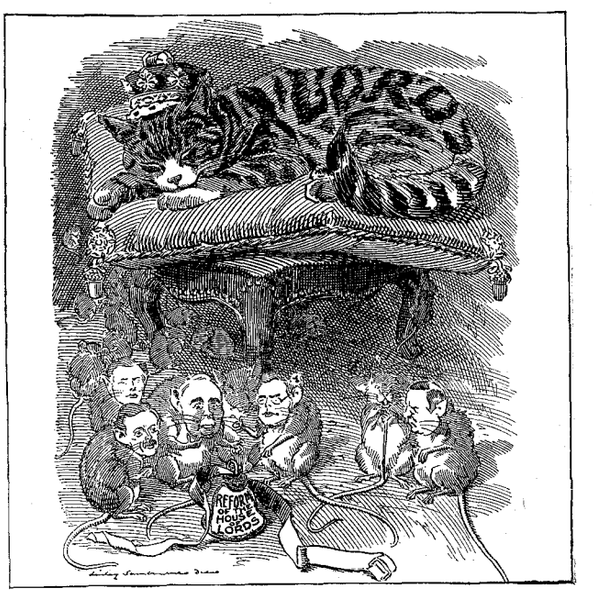
Nevertheless, the Colonel has much to say in praise of the recent progress made by the administration of the British Army. He speaks enthusiastically of Generals Roberts and Wolseley, as well as of Mr. Haldane, the present Minister of War. The last-named he praises for his desire to raise a volunteer army which may be mobilized for foreign service, but blames him for "truckling to the Laborites by coquetting occasionally with the ideas of disarmament." He recognizes the wisdom of the English War Minister's program to raise large forces in England, accustomed to act in conjunction, mobilizable and always ready for service; to raise adequate reserves; to improve the volunteers and fit them to serve abroad.—*Translation made for* THE LITERARY DIGEST.

SPARKS FROM THE ANVIL.

"BARBARITY often seems to be imported from the colonies before we can export civilization thither."—*Humoristische Blaetter.*

Kladderadatsch, recalling some of the peculiar articles of diet in use in China, suggests that America might cause delight among the famine-sufferers by sending some of our famous canned meats.

FRENCH MILITARY OPERATIONS.—Stranger—"Are you marching out for parade to-day?" Soldier—"No, to-day we fight the Capuchins, to-morrow we besiege a nunnery, and next day we storm a hospital and an orphan-asylum!"—*Jugend* (Munich).



WILL THEY BELL THE CAT?

"The mice resolved, in solemn conclave, to hang a bell about the neck of the cat, as it had become a matter of 'grave importance' to set a limit to her persecutions. But——" —*Punch* (London).

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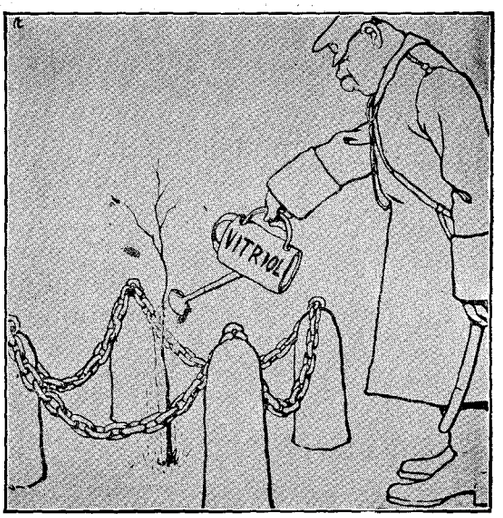
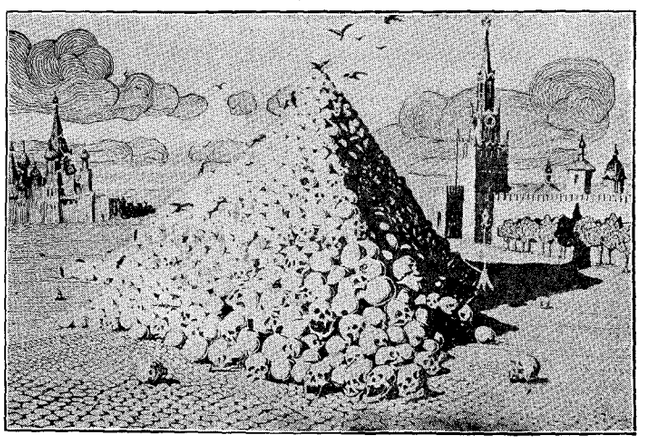
THE TREND OF THE CONTEMPORARY RUSSIAN PRESS.

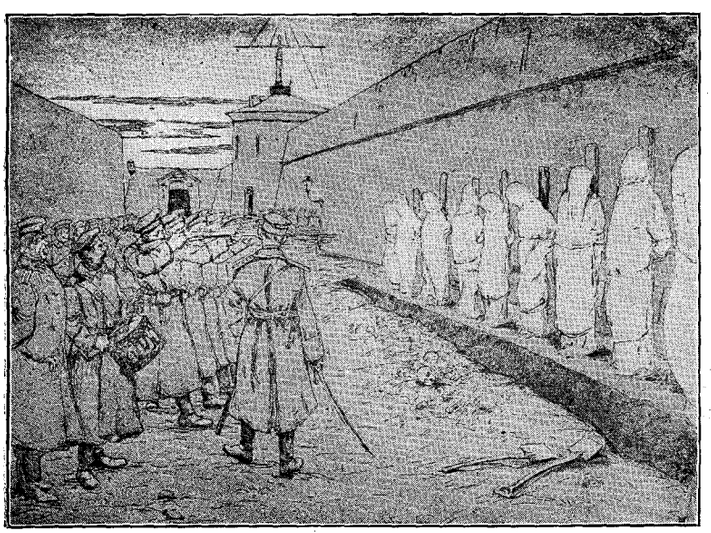


WATERING THE TREE OF RUSSIAN LIBERTY.

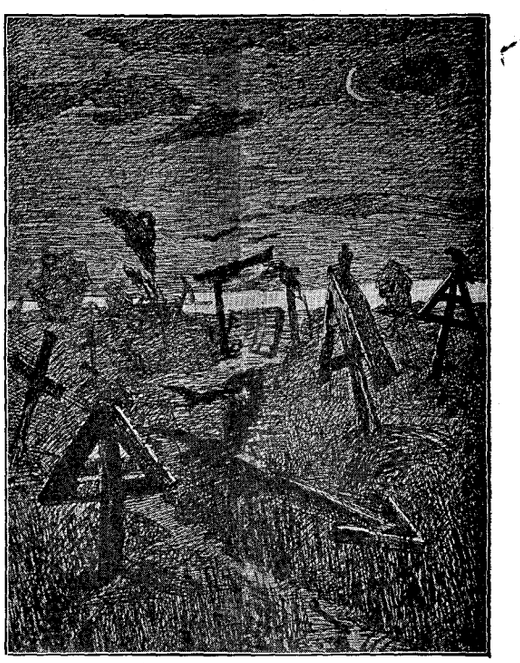
A BLACK HUNDREDS PRAYER-MEETING.



A MONUMENT TO THE MANIFESTO.



AT DAWN.



THE GRANT OF LAND THE PEASANTS WILL GET—THE CEMETERY.

REVOLUTIONARY CARTOONS SUPPRESSED BY THE RUSSIAN GOVERNMENT.

These cartoons are selections from a large number on exhibition at the library of Columbia University, New York. They are examples of the spirit of caricature aroused and fostered by the revolution, and show the kind of work which has resulted in the suppression of over 600 papers and the jailing of some 800 editors.

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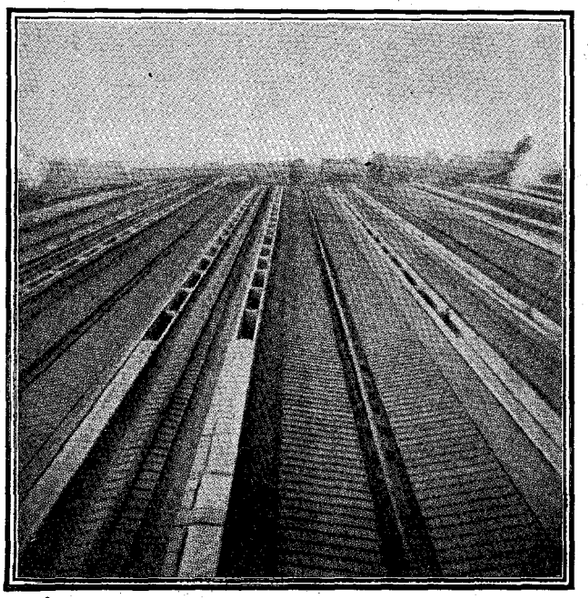
SCIENCE AND INVENTION.

"WOMEN'S RIGHTS" AS A MENACE TO THE RACE.

THE movement for what is called the emancipation of woman is making advances all over the world, and woman seems determined to make a place for herself and hold it in the realm of affairs. The advantages which have been obtained intellectually and economically by the crusade are still matters of dispute; but there is another point of view—the biological—which has been neglected. This is treated in the *Umschau* (Frankfort) by Dr. Albert Reibmayr. Says this writer:

"In the struggle for existence man has had to do the fighting for himself, his wife, and his children. This necessarily increased the development of the intellectual faculties. The woman's share, on the other hand, has been the care of the children and the culture of the female secondary characteristics so that a balance might be established between the sexes. But woman's chief work has been the development of the feelings. However valuable the culture of the intellect in the struggle for existence, it has little to do with the happiness which man is undoubtedly able to obtain, and it is far inferior in actual human value to the exaltation which high culture of the feelings is able to create. So far, not through the cold activity of the reason, but through the warm effulgence of the feelings, have the greatest heights of happiness been achieved in the history of the race."



TRAIN-SHED WITH SKYLIGHTS MADE PURPOSELY LEAKY.

The development of the intellectual faculties, Dr. Reibmayr tells us, undoubtedly falls to man's share, but to woman is given that division of work which makes for happiness. In considering any change in the established relations, we must not lose sight of the clearly differentiated parts played by the two sexes. He goes on:

"It is clear that the biological menace in the woman's-rights movement lies in the loss of the finer sensibilities. These will be stifled and effaced. We know to-day that this priceless inheritance is entirely dependent on the intensive culture of the mother feelings. These feelings have heretofore been highly developed by the woman, undisturbed by the struggle for existence, protected by the man, and relieved of the greater part of the material cares of the family. And by constant culture and development throughout the course of generations these deep sensibilities have become a grand inheritance. . . . . .

"This is particularly true of the artistic impulses. There is little doubt that in the sordid every-day strife the artistic emotions would soon be stifled if they were not constantly animated and freshened by the influences derived from the mother. But in all the paths of life these feelings have been the real benediction of human life, and they constitute the greatest factor for good in human society. Indeed, so great has been the abundance of our inheritance, and its dynamic force has been so compelling that in spite of the increase in life's complexity the inheritance of fine sensibilities in the male has not decreased. In fact, man has always endeavored to give to a pitiless struggle a certain human cast."

Dr. Reibmayr calls attention to the fact that we are not prone to search for the cause of human progress in the right direction. If we did this, we should see how many branches of human endeavor are animated by inheritance from the maternal side. He says:

"It is the ordinary procedure to attribute all progress to the activity of the male intellect, altho our daily life teaches us that high intelligence without a corresponding development of the heart is unable to do anything essential in the plane of humanity. But a serious change must take place in the conservation and expression of the emotions the moment woman enters the arena and begins to take a real part in the struggle for existence. For in this existence-struggle the possession of fine feelings is an impediment, and the high culture of this characteristic must be rather restrained than encouraged if success is desired in the business world. Here the greatest weapon is the intellect, and the woman who wishes to be successful in affairs must strive for the development of her intellect and for the suppression of her feelings. Consequently, with the degeneration of the emotions much that we know and cherish to-day must pass away; and this will be shown particularly in the arts where the inheritance of refined sensibilities is of vital importance. . . . . .

"We shall also have more rapid extinction of the female line in families of genius. It is a widely recognized law that the male lines of talented families sooner or later die out, while the female lines remain and maintain the constancy of talent. This is due to the fact that the female line is shielded from the hard battle for existence, and also to the fact that it is prevented from misuse of the brain, which is the chief menace to talented families. If, however, woman enters the field of active affairs she will be exposed not only to stunting and degeneration of the feelings, but to abnormal growth of the intellect and to the inevitable exhaustion of the brain through social strife."—*Translation made for* THE LITERARY DIGEST.

A LEAKY RAIN-PROOF SKYLIGHT.

A FORM of skylight made rain-proof, not by suppressing leakage, but by concentrating it along certain lines and then providing means for carrying off the water, is described in *The Railway Age* (Chicago, February 15). This skylight, which is used in some recent types of train-shed, is particularly adapted for locations where the vibration is excessive and where it would be difficult to keep the lines of contact between glass and frame water-tight. Says the paper named above:

"Under this system the glass rests between two soft cushions of pure cow-hair felt, which is intended to protect the glass from breakage caused by vibration or stronger shocks. This arrangement also permits the glass to expand and contract without hindrance, and avoids the cracking of the glass plates from that cause, which in many other skylights is the cause of a heavy expense for maintenance.

"The use of felt is possible with this form of skylight, because no attempt is made to have the joints of the glass with the supporting bar made water-tight. Instead of attempting to do this by means of putty or similar devices, the leakage that invariably takes place at the joints between glass and supporting bar is caused to drip into a channel, which constitutes the supporting bar. This channel guides the water to the outside of the roof. The glass, however, does not come in contact with the steel channel, but is raised about half an inch above it, so that the air beneath the skylight acts on the inside as well as the outside of the steel U-bar, and thus prevents the formation of condensation on the outside. One advantage of this is to prevent the corrosion of the steel, as well as to obviate the annoyance of the dripping of condensation from it. . . . . .

"It is claimed that besides the advantage of a thoroughly water-tight skylight this improved construction requires very few repairs,

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and that the saving of glass breakage alone makes it a most desirable skylight where large surfaces are to be covered with glass. The construction has been adopted by several Eastern railroads and for many of the large manufacturing plants recently erected in this country. It has been in use in Europe for several years."

FIRST AID FOR TIRE-PUNCTURE.

THE attention of those who wish to relieve motorists in case of an inopportune puncture has been generally directed to methods of quick temporary repair or replacement. An English device attacks the problem in a different way, by providing an auxiliary rim, which can be clamped in a few seconds to the side of the wheel bearing the injured tire. If we may credit an article on the subject in *L'Automobile* (Paris, January 19), this is the best measure of relief for tire-puncture ever invented. Says the writer:

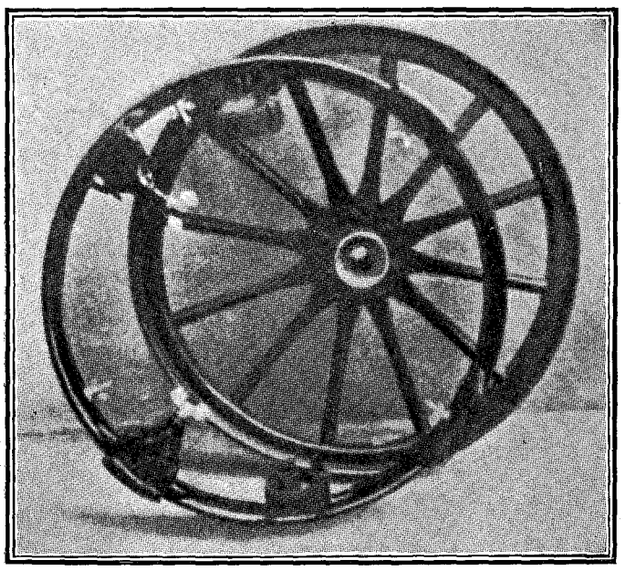
"All chauffeurs are interested in the pneumatic-tire question and are endeavoring to obviate the trouble caused on the road by the provoking punctures that oblige them to stop for a long time or make hasty repairs, perhaps at nightfall or in stormy weather—always an operation requiring skill under whatever conditions it may be performed. . . . . .

"As the inflated tire is a necessary evil, efforts have been made to palliate this inconvenient feature. Hence removable rims of various types, which, altho they represent a real improvement, are not free from objections, for . . . their adoption means a transformation of all four wheels of the motor-car. . . . . .

"The English have discovered a very judicious solution of the problem by devising the Stepney auxiliary wheel, which may be applied in a few seconds to any wheel supplied with ordinary pneumatic tires."

This auxiliary wheel, the writer informs us, is now on the market and has been employed with success by tourists and adopted for military use by the British War Office. It is described as follows:

"The Stepney auxiliary wheel is a simple reenforced rim, without spokes, which may be fastened to the injured wheel by means of two fixt and two movable clamps. The movable clamps, which constitute the interesting part of the mechanism, are mounted on bolts furnished with thumb-screws bearing grooves at the base in



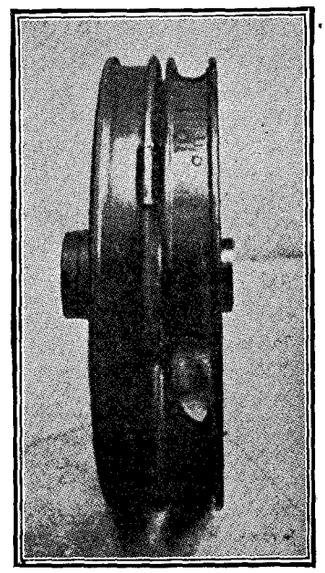
SIDE VIEW OF THE STEPNEY AUXILIARY WHEEL.

which is ingeniously placed a small spring-bolt to prevent the screw from jarring itself loose.

"The adjustment is made so simply that in a minute we have a new wheel, good for immediate use and for several kilometers' travel, without injuring the old wheel in the least.

"It also presents the valuable advantage of enabling tires of all kinds to be tried on an automobile. There is no change necessary, whether the wheels have wooden or metallic spokes.

"The Stepney wheel is most easily adjusted. After raising the injured wheel several centimeters above the ground, the auxiliary wheel is so placed that the two fixt clamps are between the safety-bolts of the deflated tire. . . . Then the two movable clamps are put in place, the screws having previously been loosened. When the four clamps are against the edge of the rim, it only remains to screw up the two bolts of the movable clamps and lock them with the safety-screws. After passing the leather loops over the corresponding spokes and seeing that the safety-bolts of the deflated tire are well screwed up to prevent slipping, there is nothing to do but to start off, without anxiety and in total forgetfulness of the momentary annoyance caused by the puncture.



STEPNEY AUXILIARY WHEEL (PROFILE VIEW).

"To sum up, this auxiliary wheel, by its simplicity and safety, is a perfect device for obviating the delays and troubles caused by punctures on a tour and for enabling the motorist to finish his run without loss of time. The Stepney wheels come in all diameters and all sections of rim in use. Thus they can be attached to any type of carriage."

This auxiliary wheel was exhibited at the recent motor show in New York and is now manufactured in this country, as we learn from a note in *The Motor Car.—Translation made for* THE LITERARY DIGEST.

WHY THE BEAUTIFUL SNOW IS DIRTY.

THE whitest expanse of newly fallen snow contains a large amount of dirt, as may be proved by melting a quantity of it. The air is wonderfully pure and clear after a snowfall, but the impurities that have been removed from it are now concentrated in the snow, which was the agent of their removal. The exact mechanism of this purification is considered in *The Lancet* (London, January 5) by an editorial contributor, who says:

"Contrary perhaps to what might be expected, a fall of snow has a purifying effect upon the air equal to, if indeed not greater than, that produced by a storm of rain. Possibly when the snowflakes are absolutely dry they would fall to earth practically unsullied by atmospheric impurities. It is rarely, however, that snow is quite dry, and thus it presents a more or less moist surface to both the soluble and suspended impurities of the air, and so carries them to the earth. The action as regards suspended impurities may be compared with the clarifying effect of a fine insoluble powder which when thrown into impure water gradually subsides, carrying with it a large amount of the impurities. The process in natural waters is known as purification by sedimentation. Snow, of course, is colder than rain and hence would have a greater dissolving capacity for gases since these are more soluble in cold than in warm *menstrua*. Tradition has it that after a fall of snow, men feel stronger owing to the exhilarating effects of the snow-swept air. Science at all events can not quarrel with this conclusion, inasmuch as it is easily demonstrable that the air is purer and sweeter after a fall of snow. Exercise in the snow is remarkably bracing, as is seen in the glow of health invariably shown on the face of those who sleigh, ski, toboggan, skate, or whose pastime is the simple one of snowballing. Apart, however, from the removal of impurities by snow, there is some reason for believing that the vital qualities of air are intensified by some obscure action of the snow on the oxygen of the air, forming perhaps

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ozone or even oxygenated water, as peroxid of hydrogen is sometimes called. Snow-swept air, at all events, especially if it be dry, readily responds to the ozone test-paper, and the peculiar 'metallic' smell of the air after a heavy snowfall is doubtless due to ozone or a closely related substance."

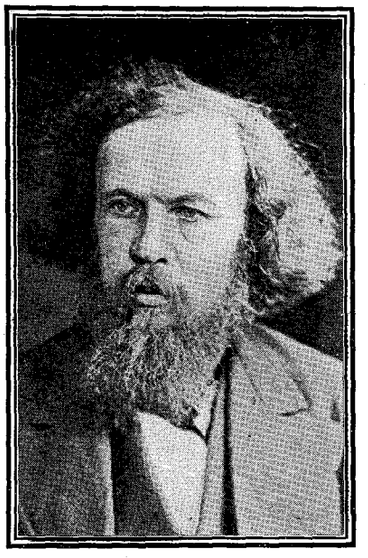
The writer demonstrates the difference in atmospheric pollution between London and a Kentish suburb twelve miles south of it by a comparison of analyses of snow in the two localities, from a storm of December 26 last. The results were as follows:

	Grains per gallon.			Grains per gallon.	
	London.	Kent.		London.	Kent.
Free ammonia.....	0.067	0.030	Common salt	1.400	1.030
Organic ammonia.....	0.039	*Nil*	Sulfuric acid	1.730	*Nil*
Nitrates and nitrites...	*Nil*	*Nil*	Total solid matters..	5.60	1.68
Chlorin..	0.840	0.630	Tarry compounds....	1.40	Traces

The presence of tarry compounds, as well as much of the ammonia and sulfur indicated in the analysis, is to be ascribed to coal-smoke. Hundreds of tons of these impurities, the writer asserts, must have been brought to earth by this snow-storm. The impurities in the Kent sample are very much less, so much so that the water obtained on melting this snow was nearly identical with distilled water. The results are particularly interesting to towns that are struggling with the smoke problem, for they bring out clearly the pollution of the air by coal-smoke within the metropolitan area, while only twelve miles outside, on the edge of the suburban area, the pollution is trifling.

A GREAT CHEMIST DEAD.

ONE of the world's greatest men of science, Dimitri Ivanovitch Mendeleef, died at St. Petersburg on February 2. When we remember that he was the discoverer of a great natural law which ranks in chemistry almost as does Newton's law of gravitation in mechanics, the absence of extended notices of his death, both in the scientific and the lay press, is rather remarkable. Mendeleef's "periodic law," in which the relation between the properties of the chemical elements and their atomic weights is set forth in a simple form, made him famous, and his name will never be forgotten by students of chemical theory. Says *The Engineering and Mining Journal* (New York) in a notice of the great Russian chemist:



DIMITRI IVANOVITCH MENDELEEF.

The famous Russian chemist, among whose contributions to science is numbered the discovery of the "periodic law."

"He was one of the world's most renowned chemists, and one of the few scientists who have had the distinction of discovering a great natural law. The name of Mendeleef will ever be associated with the periodic law. Others had previously suggested a relation among the elements, but it remained for Mendeleef to formulate the various, more or less vague, ideas in a logical, working hypothesis. The general truth of that hypothesis was early proved in a dramatic way, the story of which is one of the classics of chemical literature.

"On the basis of his hypothesis, Mendeleef predicted the existence of three elements, then unknown, and outlined their properties. It was not long before the three elements were discovered and isolated. They were what we know now as gallium, germanium, and scandium. Later discoveries in chemistry caused considerable revision of Mendeleef's original tabulation, but the principle remains unshaken and is regarded as one of the great fundamental laws of nature.

"Professor Mendeleef was born at Tobolsk, Siberia, in 1834, and, in addition to being a distinguished chemist, was a geologist, philosopher, and educationalist. He was the author of several important treatises on chemical subjects, and at the meeting of the Royal Society last year received the Cowley gold medal, esteemed among chemists as a high honor."

ALCOHOL THE FUTURE MOTOR FUEL.

BOTH those who ride in automobiles and those who walk are watching with interest the tests of alcohol as a motor fuel—the former, because they see in it a more efficient and less expensive fuel than gasoline, the latter because its combustion produces none of the choking odors hitherto inseparably associated with the motor-car. In his monthly review of the automobile situation in *The Motor* (New York, February), Ben Stone states his opinion that under the lately adopted Free-alcohol Law this is to be the fuel of the future, at any rate for low-speed commercial use. He says:

"We have in ethyl alcohol an ideal fuel—colorless, limpid, of moderate boiling-point, about 50° below that of water, non-freezing, burning without smoke, mixing with water in all proportions, cleanly, drying off completely when spilled, not attacking rubber gaskets or packings, and non-corrosive for metal tanks and holders. The fact that the flame is bluish, or so-called non-luminous, means that the flame is almost devoid of free carbon particles, with their intense heat-radiating power, a fact of considerable importance. When gasoline or heavy oils are burning, the flame, loaded with free carbon or soot, radiates heat to such a degree that it is not possible to approach near the conflagration, and combustible surroundings are readily fired by pure radiation of heat.

"The production of alcohol on a large scale is very simple, and the raw materials already exist in considerable variety. All saccharine or starchy growths are available. . . . Even in the immediate future, then, it is evident that alcohol has a large field of usefulness. The farmer need not depend on wood, coal, or oil for his power. His agricultural wastes will furnish it. . . . . .

"A very important fact distinguishing alcohol production by agriculture from the production and shipment out of the land of food products, meat, etc., or even wood, is that in the former the land is not impoverished, as the mineral and nitrogenous matters can be returned to it, while in the food and wood carried away the richness of the land is passing away, too. Alcohol contains only carbon, hydrogen, and oxygen, all of which come from the air itself. The transformation is begun in the carbonic acid and water of the air reaching the growing plant under the influence of sunshine, and completed in the fermenting-vat and the still under human direction. Vigorous plant growth is a cooling process; solar energy is rendered latent or potential. It would even be possible to calculate from the fuel value of any growth or crop the proportion of the solar energy so stored up. Fermentation renders the energy stored more available, and distillation finally yields a concentrated product.

"It is not unreasonable to expect that in large engines of the internal combustion type, when highly developed, we may attain efficiencies of nearly 40 per cent. This means that of the heat units potential in the fuel and liberated when it is burned with the oxygen of the air, about one-third may be converted into available power. It may even be that future invention will carry this proportion up to about one-half."

But how about direct practical tests in motors? These have been amply made, we are told, in France and Germany. In recent French trials a distance of 453 miles was covered by one car at the rate of 20.85 miles per gallon, while another did it in 26 hours 37 minutes on 18.25 gallons, or 24.82 miles per gallon. In Germany in 1902 the Agricultural Society offered a prize for an efficient alcohol-engine. Of ten exhibited, three attained an efficiency of from 32.7 to 30.9 per cent. As the gasoline-engine is generally taken to give a heat efficiency of about 25 per cent., this gives some support to the claims made for alcohol in this capacity. In one motor which had been run on alcohol at the Experimental Fermentation Institute of Berlin there was no deposit or

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acid found in the engine after several years' constant use. Mr. Stone goes on to say:

"Professor Lucke, of Columbia University, has made experiments with alcohol in automobile-engines of the ordinary 1906 type. He states that the new fuel gives 15 per cent. more power and 10 per cent. more speed than gasoline. He did not find any acetic acid in the cylinders of the motor after running with alcohol, or any condensation on the spark plugs from the water in the alcohol, or any trouble with the ignition.

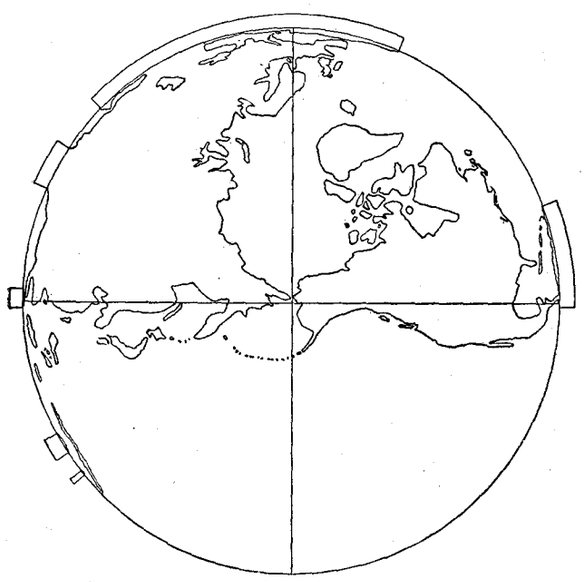
"The professor makes the general statement that, aside from cost, nothing prevents changing to the use of acohol, without changing the motor materially. While more power and speed with a given engine, under the same conditions, are obtained, the consumption of acohol in volume is from one and one-quarter to two and one-half times the consumption with gasoline. This means bigger tanks and more weight on automobiles."

An alcohol explosion in a motor-boat, the writer notes further, would not be so dangerous as one with gasoline, as the alcohol would mix with the water instead of floating on it.

ORIGIN OF OUR CONTINENTS.

WERE it not for the great difference of level between the continental masses and the intervening oceanic basins, the water of the ocean would cover the earth, and human life, as we know it to-day, would be impossible. The evolution of the human race is thus closely bound up with the forces that shaped the continents.

Prof. W. H. Pickering, in an article on this subject in *The Journal of Geology* (Chicago, February), puts the matter somewhat strikingly by the assertion that if, instead of being distributed between land and water, the earth's surface consisted of water alone, the terrestrial creatures of highest intelligence would not have been much above the present deep-sea fish. In the picturesque phraseology of some of the daily papers, misreporting



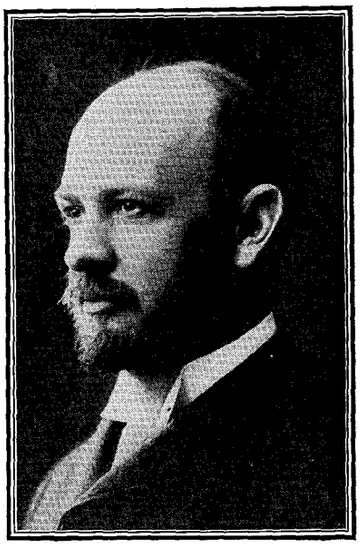
THE GLOBE, IN ORTHOGRAPHIC PROJECTION, APPEARING AS IF SEEN FROM A GREAT DISTANCE.

The continents and islands at the edges of the disk have been allowed to project beyond the ocean beds in order to make more evident the systematic grouping of the continental masses on one side of the globe. With the exception of Australia, the antarctic continent, and a small part of South America, there is no important land on the water side of the globe, not shown in the figure.

Professor Pickering's article, the present continental formation "kept man from becoming fish"—a decidedly misleading way of putting it.

Professor Pickering accepts the view of G. H. Darwin, first advanced in 1879, that the moon is a piece of the earth, thrown off by tidal action. He believes that this piece came from the Pacific basin and that in the readjustment of masses due to its abstraction our continents took up their present shapes and locations. He writes:

"When the earth-moon planet condensed from the original nebula, its denser materials collected at the lower levels, while the lighter ones were distributed with considerable uniformity over its surface. At the present day we find the lighter materials missing from one hemisphere. The mean surface density of the continents is about 2.7. Their mean density is certainly greater. We find a large mass of material now up in the sky, which it is generally believed by astronomers formerly formed part of our earth, and the density of this material, after some compression by its own gravity, we find to be 3.4, or not far from that of the missing continents. From this we conclude that this mass of material formerly covered that part of the earth where the continents are lacking, and which is now occupied by the Pacific Ocean. In fact, there is no other place from which it could have come. . . . . .



PROF. W. H. PICKERING.

He believes that the moon was thrown off from the Pacific basin. In the readjustment following this, according to his theory, our continents were formed in their present shape and location.

"The volume of the moon is equivalent to a solid whose surface is equal to that of all our terrestrial oceans, and whose depth is thirty-six miles.

"It seems probable, therefore, that at this time the earth had a solid crust averaging thirty-six miles in thickness, beneath which the temperature was so high that the materials were in places liquid, and in other places only kept solid by the enormous pressure of the superincumbent material. When the moon separated from us, three-quarters of this crust was carried away, and it is suggested that the remainder was torn in two to form the Eastern and Western continents. These then floated on the liquid surface like two large ice-floes.

"If their specific gravity was the same as that of the moon, 3.4, since the continental plateau averages nearly three miles higher than the ocean bed, the specific gravity of the liquid in which they floated must have been 3.7. Later, when this liquid surface cooled, the huge depression thus formed was occupied by our present oceans.

"The volcanic islands in the oceans, such as Hawaii, were obviously formed after the withdrawal of the moon, and are analogous to the small craters scattered over the lunar *maria*. . . . Their surface material presents no extraordinary density, the lava being full of bubbles and small cavities. . . . . .

"If the greater continents were split apart, we should by the same analogy conclude that Antarctical and Australia were drawn from the Indian Ocean; the former from the vicinity of the Cape of Good Hope, the latter farther east.

"If it is true, as here suggested, that we owe our continents to the moon, then the human race owes far more to that body than we have ever before placed to its credit. If the moon had not been formed, or if it had carried away the whole of the terrestrial crust, our earth would have been completely enveloped by its oceans, as is presumably the case with Venus at present, and our race could hardly have advanced much beyond the intelligence of the present deep-sea fish.

"If the moon had been of but half its present bulk, or had been slightly larger than it is at present, our continents would have been greatly diminished in area and our numbers decimated, or our lands overpopulated."

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THE RELIGIOUS WORLD.

SPIRITUALISM AND SPIRITUALITY.

ONE great objection urged against Spiritualism by its critics is the claim that it has not proved to be a power for godliness. That it might be such a power was suggested some ten years ago by W. T. Stead in his little spiritualistic book, "Letters from Julia," in which he advanced the theory that if regular communication could be established with the spirit world, the reality of immortality would be brought home so vividly to every man that he would disregard things temporal for things eternal. That present-day "communications" in the séance-room do not have such effect is remarked by Dr. I. K. Funk in his new book on "The Psychic Riddle." He says:

"To-day in the séance-room, much, very much, of what there passes for religion is gross materialism—an attempt to yoke up the spirit world with this present world to pull our earthly mud-carts along. Many, very many, spiritualists seem to care for communion with spirits only that they may more surely keep physically well, and earn their bread and butter and clothing the easier, and, at the best, be assured that after they 'shuffle off this mortal coil' they will continue to be. Again and again in these séance circles we hear inquiries like the following: 'Have I opened my mine on the right side of *that* hill?' 'Will I strike oil *where* I am now boring?' 'Can I win the *hand* I am seeking?' 'Is the horse whose name I have written on this slip of paper the winning one?' 'I have lost my pocketbook; can you tell me where it is?'—*ad nauseam.*

"It has not been my good fortune to meet many in spiritualistic circles who seem to attend that thereby they may grow in love to God and man, in humility, in conscience, in holiness. But, I would that this were not also a grievous fault of the church. Did Spiritualism spell spirituality it would quickly make far greater inroads into the church and world, for never did a time seem more ready to welcome an incoming tidal wave of a true spirituality. When has man been physically so prosperous as to-day, and when so profoundly unsatisfied? Events are logic."

The writer speaks as an investigator of Spiritualism rather than an advocate of it, but he thinks, "after nearly thirty years of investigation," that "the proofs in favor of its truth are much stronger than those against it." The claims of Spiritualism are now being rigidly tested by the Society for Psychical Research, and "one who is a recognized leader" among scientists is quoted as declaring: "It may seem curious for me to say it, but it will be found true that the time is not in the far distance when scientists will lead the clergy to a real rational faith in the spiritual world." "Curious indeed," exclaims Dr. Funk, "should it turn out true that scientists, whose chief business has to do with the world of matter, should restore a work-a-day belief in the spiritual world to preachers, whose chief business has to do with the world of spirits!" He adds:

"It is said that the spiritistic movement in becoming scientific has struck a side-track and has ceased to be religious. Yes, but what if this side-track proves to be the main road, and that main road proves to be Christianity newly interpreted through the new intellectual light which is thereby revealed? What if Crookes and Lodge and Wallace and James and Hyslop should succeed in placing a scientific foundation under psychic communications, and these communications should place a scientific foundation under a future existence and make *scientifically* possible and believable the birth and resurrection of Christ? Would not that be religious?

"And what if psychic research is the scientific unfoldings of God's plan in these later days when criticism is making it harder and still harder to believe testimony that has come down to us through ages of darkness?

"Put a scientific certainty under faith in the continuity of life, then it is easy to believe that the church will no longer hobble along on crutches, hobble even tho the crutches be of gold; but that it will fly as in the pentecostal days. At every step of progress there is need not only of courage and of a lofty idealism, but also of common sense, of sanity—never more need than to-day."

The daily press, in their reviews of Dr. Funk's book, give considerable space to an alleged communication received by Dr. Hyslop from Dr. Hodgson, a fellow-scientist and investigator who died recently. Part of their conversation dwelt upon the value of prayer. Dr. Funk comments on this fact as follows:

"When it is remembered that both Hyslop and Hodgson had been materialists after the scientific variety, and were brought to a belief in a reality of a spiritual universe through spirit communications, we have in this exhortation to prayer and assent a significant fact for the churches to ponder. Prayer implies faith in the All Creator. Can the church afford to overlook anything that brings materialists to their knees in this sadly materialistic age? Just how will my Seventh-Day Adventist critics and other good church people, who have been writing me warning letters, reconcile exhortations of this sort with their theory of 'evil spirits' as the source of *all* spirit communications? Yes, true, the devil is very sly, but then if it is a fact that he trembles when he sees the weakest saint on his knees, he surely takes a mighty big risk in urging a man like Hyslop to pray! Henry Kimball—the founder of *The Church Union*, which afterward became *The Christian Union* and is now *The Outlook*—used to tell me with great impressiveness that his experience and observation proved 'the devil an ass.' If the devil is behind these exhortations to prayer I think Kimball was right, or perhaps this familiar couplet may give the hint:

> The devil sick, the devil a monk would be;
> The devil well, the devil a monk was he.

Possibly Satan at times, like us wee mortals, thinks it now and then safest to cast an anchor to windward."

SPEAKING WITH TONGUES AS A MODERN RELIGIOUS MANIA.

"SPEAKING with tongues" has been a feature of recent revival-meetings held in various cities of Ohio. As reported in the secular and religious press these manifestations have taken the form of articulate but unintelligible utterances for the most part. In one instance, however, a young woman is reported to have "babbled for nearly an hour in what is said to be the Greek language," tho in her normal condition she disclaimed all knowledge of the ancient tongue. These involuntary utterances appear to be a part of the sign manual of the "Apostolic Faith Movement," which we are informed by a writer in *The Wesleyan Methodist* (Syracuse), "originated in the Pentecostal experiences of Evangelist Charles F. Parham and colaborers in Topeka, Kans., in A.D. 1900, January 1." At that time a Miss Agnes Ozman, a member of the Bible school previously founded by Mr. Parham, "received the gift of the Holy Spirit and spoke with other tongues as the Spirit gave utterance." On January 3 following "twelve students were filled with the Holy Ghost, and spake with other tongues as the Spirit gave them utterance, while some in the room were said to have seen cloven tongues of fire, as they appeared on the day of Pentecost." In these events is said to reside the origin of a more or less wide-spread movement frequently referred to as the "present Pentecost." The adherents of this movement make the claim that "speaking with tongues" is "the only Bible evidence of the baptism of the Holy Ghost." An examination of the manifestations was made by S. A. Manwell and reported by him in *The Wesleyan Methodist* (February 20). He writes as follows:

"Those with whom the writer has talked who claim this gift, say that the Spirit takes possession of their vocal organs and uses them as he wills, while their minds are at rest. They say they are conscious that their vocal organs are being used, but do not know how, nor do they know what they are saying. They have no power to stop speaking when once the Spirit possesses them. In the meeting I attended, two women were thus wrought upon. One remained in that condition four or five minutes; the other but a few seconds. The first indication I had of anything out of the ordinary was a low muttering sound without articulation. This muttering lasted but a few seconds, then the voice raised to a more natural tone and volume and it would be hard to imagine how a

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more rapid succession of sounds could come from the mouth of a human being. For the most part, these sounds appeared to be articulate, but if she spoke a language, no one knew it. She herself knew not the meaning of any sound she made. In the same series of meetings on another occasion, another lady was similarly possest, and when it was time to go home her tongue was yet speaking, and instead of taking a street-car, as she had formerly done, she walked, not desiring to enter a car with her vocal organs beyond her control. If I remember correctly, her tongue did not cease until she had nearly or quite reached her home. Some are said to have spoken in as many as twelve different languages, but in all this I had no evidence that what they uttered were languages of earth or heaven. That these people were sincere in their belief that the Spirit of God was moving them, I have no doubt. They believed they were talking a foreign language."

In trying to "identify" this movement Mr. Manwell quotes Isaiah respecting "the spirits that peep and mutter," with this addition: "To the law and to the testimony; if they speak not according to this word, it is because there is no light in them." Certain other historic phases of aberrant religious manifestation seem, according to Mr. Manwell, to classify with the present outbreak. Thus:

"History records that during the early part of the last century, the affliction known as the jerks raged with violence. Young men and women were seized with it and fell in convulsions. Wicked men were seized, swearing at every jerk. Some not affected with the regular jerks ran through the woods till exhausted; others crawled on the ground as a religious exercise; while some jumped and some barked for the same reason, and a few spoke in 'unknown tongues,' from which facts arose those obscure classes of sectaries derisively known as Jumpers, Barkers, and Mutterers. . . . . .

"It is also a matter of history that in the early days of the Mormon Church, whole days of 'speaking meetings were devoted to it.' We find that the claims made by the Mormons are the same now being made by the 'Apostolic Faith Movement.' Mr. Parham says, 'We truly are in the days of the restitution of all things which God has spoken by the mouth of all his holy prophets since the world began.' In an announcement of the 'origin, purpose, and methods of the movement,' we find the following: 'Handkerchiefs blest in behalf of the distant sick.' We do not remember that many people since the days of Paul have dared to go to this extreme. We are forcibly reminded that a few years since a man by the name of Schlatter practised sorceries, blest handkerchiefs, and otherwise played with the credulity of the people. So much so that special railroad trains were run to carry the hundreds of sick to him for healing. That Paul had extraordinary power of this kind we do not doubt, but what promise or intimation have we that such power would be continued? If this one feature of the movement were all, it would be enough to brand it as a counterfeit.

"In these days the devil is working in every possible way to destroy the work of Christ. 'He comes as an angel of light, deceiving if possible the very elect.' He counterfeits everything that is good. Many honest souls are being deceived and the work of God is hindered. In the meeting where I made my observations not a sinner was converted to God, and I am credibly informed that the manifestations of the so-called 'tongues' brought no conviction to sinners, but to the contrary, the number thrown into doubt and greater unbelief was greater than those who profest to have the 'tongues.' Another blighting effect is that come-outism is rampant. Come-outism is to religion what anarchy is to government—no law, no government, no organization. The consequence is division and death. To get much of a following these days, a new religious movement must claim superiority over all others. The mysterious and miraculous must be prominent features."

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MRS. MAUD BALLINGTON BOOTH,

Who asserts that many discharged prisoners are forced back into a life of crime by the unsympathetic attitude of society.

FAIR PLAY FOR THE DISCHARGED PRISONER.

THE world's attitude toward the man who has been in prison is the most trying phase of the problem of criminal reform, asserts Mrs. Maud Ballington Booth. In theory, she asserts, there are people in plenty who "believe in the work of the good Samaritan and indorse the extension of help and confidence to those who seek to reestablish themselves in life, but they are themselves not willing to stretch out the helping hand nor do they want the work of reformation to proceed anywhere within their reach or neighborhood." To meet these conditions the American Volunteers have established two complementary organizations, the Volunteer Prison League and Hope Hall. The former exercises its work while the prisoner is serving sentence. "If I were asked," says Mrs. Booth, "how can we best help the discharged prisoner, how can he be saved from returning to prison? I should answer without hesitation, 'Begin before his discharge.'" During the past ten years nearly forty thousand have joined this league of self-help, "in which each member declares his intention of leading a better life and promises to keep certain rules which, if followed, will tend not only to make him a well-behaved prisoner, but . . . also, a faithful Christian." The work of the league ends at the outward-opening door of the prison, when the second phase of reform work is entered upon. To quote Mrs. Booth, who writes in *The Christian Observer* (Louisville):

"Now, perhaps the most discouraging phase of the work comes in just here. The world is more stern and unrelenting in its judgment than the law, and there is prejudice against the man that often brings up before him his past and makes him pay over and over again for the crimes which he has, in the eyes of the law, expiated in prison. Only those who have welcomed these men on their coming from prison and who have tried to make for them a way of escape from the old life can realize how hard is their road and how cruel and unjust their fate often proves. I am not exaggerating when I say that hundreds of men have come from prison thoroughly determined to do right, seeking only the chance of honest work, however humble, to find themselves forced back into a life of crime because wherever they worked the discovery of their past imprisonment meant immediate discharge. . . . . .

"To try to help the men coming homeless and friendless from prison, we have opened homes to which they can turn, not only for shelter and food, but for the loving, sympathetic, Christian influence that they need. From these homes, we send them to positions with those who will give them the chance, even with the knowledge of their past, if they really prove themselves anxious to do right. Nearly four thousand men have thus come to us, and tho of course some have failed and proved unworthy, the large majority have done right. Many have made splendid records and have so thoroughly lived down the past that they are to-day living in happy homes, trusted in their work by their employers, and found worthy to receive back their citizenship.

"Some of my friends have had men in their employ for many years, men who came to them from our Hope Hall, and of whom they speak as the best and most faithful of their employees. There are ministers in the pulpit to-day, earnest superintendents of Sunday-schools, and men making brilliant success in the business world whom I first knew hopeless and discouraged within prison walls. How my heart has been gladdened and filled with hope for the future by such as these will be readily understood. . . . . .

"We of the prison world do not ask for pity or charity, but just for fair play, not that easy paths be made for feet that have

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wandered, or that good lucrative positions be found to await the day of their discharge; only that insurmountable barriers be not thrown across the path and that a chance be held out to them to prove by earnestness and hard toil that they have learned their lesson and can climb back, step by step, to the path of honor, trust, and happiness."

HEBRAIC ORIGIN OF THE BIBLE.

THE scholars who devote their efforts to proving that the Bible is not what it seems and does not mean what it says have at various times reached some interesting conclusions about its origins. First it was Arabia from whose mythology and moral code the system of Moses was derived. According to the crude but picturesque idea of the rhetorical Dean Stanley, Abraham was nothing more than an Arab sheik whose creed was to be imported into Palestine and embodied in the Scriptures. This theory of a religion conjured up in the solitude of a Chaldean and Arabian desert was sentimentally dwelt upon by Renan in his treatment of the Gentile Semitic peoples. Then the discovery of Assyrian monuments and brick literature led the critics to declare that the Old Testament was merely a farrago, at least in its earliest books, of Assyrian, and especially of Babylonian, myths and traditions.

The new school of German Assyriologists has disproved all such theories as we have mentioned, according to *The Quarterly Review* (London), excepting that which claims Assyria as the source of the Hebrew theology. The Assyrians imparted their religion, we are told by German critics, to all the nations they conquered, and these included Israel. The prophets were mere emissaries and servants of Nineveh and Babylon imposing upon Israel the ethical monotheism of Assyria.

But the most recent research of scholars, if it teaches us anything concerning Assyria, plainly reveals the polytheism of the Euphrates Valley. The great god Marduk was indeed chief of the gods, but he was never, like Jehovah, represented as the only God. Thus the writer in *The Quarterly* remarks:

"In the Babylonian cosmogonies everything is unified but the Deity. Gods in the plural number and of both sexes assist at every stage of the creation, and Marduk indeed stands forth as the chief. But this rank, it is clear, is but the reflection of the political prosperity and supremacy of his city. On these inconsiderable but evanescent factors his supremacy depended; when they decayed, it also vanished. The last state of the Babylonian religion was like the first—a number of local cults, each with its own deity."

The power and elevation of the Babylonian gods was in proportion to the intellectual and political power of the cities they stood for. Nothing could present a greater discordance with this idea than the Jewish theology, whose central principle was one God, a jealous God, guiding a nomad people to whose teachers polytheism was the one deadly sin. To quote from the above writer:

"Like Marduk, Jehovah is a national God, who is gradually raised by his people to the throne of the universe. But this happens, not because of their political power, for they had none, nor because of their intellectual influence, for it was small, but simply because of their prophets' convictions or impressions of the Deity's character. He was identical with righteousness; and because this was one and the same always and everywhere, and in the end must prevail, he, to his prophets, was the sole God in heaven and earth. It is an interesting study in the almost essential contrast between a henotheism resulting from purely intellectual and political forces, and a faith based upon what are the fundamental guaranties for monotheism, the unity, universality, and divine supremacy of righteousness. Hence the sense from the first, in the prophets, of the absolute incompatibility of their faith with the popular polytheism of their nation; hence their assertion, as in Amos, of the equal moral responsibility of all peoples to Jehovah; hence the gradual development, upon this ethical basis, of the equal relation of all men to the God of justice, of the extraordinary missionary fervor and the universal hopes of Judaism."

The prophets, far from being agents of conquering Assyria, far from representing in their teaching the current ethical standards of surrounding non-Hebraic Semite nations, condemn foreign gods and foreign ethics and set up a new religion. To quote further:

"The ethical monotheism of the prophets is a lonely exception in Semitic religions. But, as we have already observed, we need not deny to this development of germs native to Israel the favorable influence of foreign atmospheres and examples. The divine vitality of a religion is shown not only in its originality, but in its recognition of what is true in other systems, and in its power of assimilating this. That Israel derived many of those cosmical elements which textual criticism has proved to be among the later developments of their religion, and much of their power to express the intellectual consequences of their faith, from the dominant system of thought in the world to which they belonged, may be proved from history. But Babylonia had almost nothing to teach Israel ethically; and it was from ethical sources within herself that her monotheism immediately arose."

JEWISH RESENTMENT AT CHRISTIANIZING EFFORTS.

EVERY conference held to devise means to Christianize the Jew is an insult to him, and his manhood demands that he resent it. So declares William Rosenau, in the Chicago *Israelite*, adding that the Jew is able "to take care of himself and look to his own salvation." Should he turn the tables on the Christian and "attempt to Judaize by carefully devised conversion methods," thinks the writer, the Jew "would be considered intolerant," "would be censured for arrogating unto ourselves the sole possession of the truth and of the entire truth," and "in some countries the indignation aroused would probably take the form of persecution." In apparent mystification as to the Christian motive, the writer asks:

"Are we heathens? Have we in any way checked humanity's progress? Have we contributed nothing by means of our faith to that higher knowledge, that loftier morality, and that godlier idealism which have lifted society out of the depths of barbarism to the heights of human culture? Our work along these lines is open to inspection. It is chronicled in indelible and unmistakable characters on the pages of history. It proves us to have been the leaven of society wheresoever the Jew was permitted to be swayed by the holy principles of his ancestral creed."

Before the Jew can become a Christian, says the writer, "the conversionist must change his subject's whole nature, blot out his entire past, extending over centuries, and recast the philosophy giving shape to his life." If this were done, what, he asks, "can Christianity give the Jew anything that is better than that which his Judaism furnishes?" Further:

"Is not Judaism a philosophy which preaches the one-god idea, eventing in man's godly life as advocated by the most advanced thinkers? Is it not a system of ethics which postulates the freedom of man, culminating in social service as accentuated by the most eminent ethicists? 'Holy shall ye be, for I, the Lord your God, am holy,' are the key-notes in the classic symphony of Judaism. And that these key-notes have sufficed to attune the life of the Jew to the highest and best, his conduct, barring comparatively few instances, demonstrates. The Jew has been God-intoxicated in the sense that he has ever trusted in God, retained noble ambition, and persevered in godly aims. He has been moral in the sense that he has respected the sanctity of the home, the dignity of the state, and the divinity of mankind. In the first instance he was the champion of spotless chastity; in the second the apostle of an exemplary citizenship, and in the third the messenger of charity. Whatever shortcomings the Jew has is not the fault of his Judaism. It is the effect of the restrictions imposed upon him by his oppressors."

The Jew, if he felt inclined to give up his faith, is pictured as standing helplessly before "the many sects of Christianity," with every sect claiming "to have the proper understanding of the faith's message to the world."

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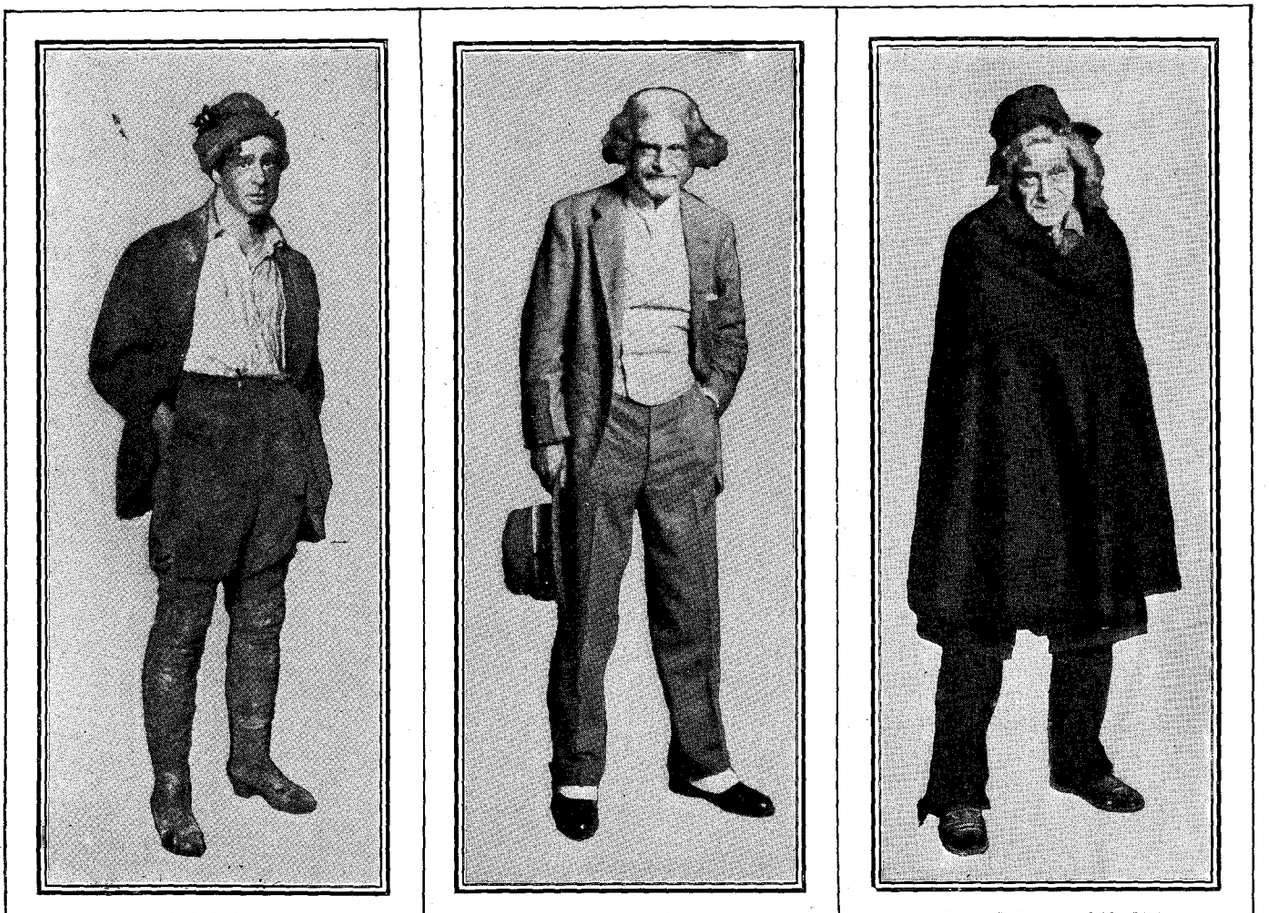
LETTERS AND ART.

"PEER GYNT'S" FAILURE TO IMPRESS NEW YORK.

IN kindness to Chicago dramatic critics it would seem necessary to believe that "Peer Gynt," in the interval since Mr. Mansfield produced Ibsen's dramatic poem in November last in the windy city, had suffered something of a "sea-change." As now seen by the New York critics it has become "something strange," something at least other than was recorded in THE LITERARY DIGEST, November 17, as a play that "reaches forth for the imagination of the acutely poetic"; a play "for the initiated" in "its deeper significance"; a play containing "moments when it will appeal to all." In such phrases Chicago exprest its vision of things offered under the name of "Peer Gynt." New York sees it quite otherwise. Most epigrammatic of the band of dramatic appraisers is Acton Davies, of *The Evening Sun*, who declares that "as a triumph of charlatanism this production is unique." Mr. Davies believes that Ibsen was right in declaring the play "never was intended for stage purposes," and thinks if the Norwegian poet "were alive to-day and saw the mangled, mysterious, and utterly incomprehensible way in which Mr. Richard Mansfield presents his great poem to the public, he would heartily second his original statement." With a dismay somewhat more controlled, the critic of *The Evening Post* remarks: "Why, if Mr. Mansfield really believed he was enlightening the world by the revelation of a masterpiece, he should have permitted it to be so needlessly mauled and defaced, is a problem to which there may be more solutions than one." "What was needed was compression, not emasculation," the *Evening Post* critic adds; and at his side in affirming the general unintelligiblity of the resultant product is Alan Dale, who writes thus in the New York *American:*

"I have seen performances in Chinese, Hebrew, Russian, Italian, Spanish, and have even dallied with the theaters in Morocco, but I hereby emphatically state that all these episodes were open books compared with the presentation in the English language of the Messrs. William and Charles Archer's translation of 'Peer Gynt' offered by Mr. Mansfield. One may perchance understand 'Peer Gynt' by studying what grave people read into it—by affecting to regard *Peer Gynt* as a *Don Quixote* or *Faust*, or as an unfortunate maniac who is Emperor of Himself, but the fact remains that, viewed from the dramatic vantage-point of an auditorium, it appeals as an utterly meaningless, insensate, and ludicrous hodge-podge—devoid of every dramatic and artistic instinct—a hodge-podge at which one can imagine the sane and commercial Mr. Mansfield as chuckling in his sleeve as he offers to a New York audience that which a similar gathering in London or Paris would receive in stupefied derision."



AS THE YOUTHFUL DREAMER. AS COSMOPOLITAN PLUTOCRAT. AS THE AGED HOME-WANDERER.

RICHARD MANSFIELD'S THREE DIVERSE CHARACTERIZATIONS IN "PEER GYNT."

The above citations are representative of what is said, with one or two exceptions, of the vehicle Mr. Mansfield has chosen for his principal dramatic offering this year. Of his personal success or failure the verdicts are more or less various. Mr. William Winter, in *The Tribune*, finds his impersonation puzzling. He writes:

"The presence of this admirable actor refreshes the languid interest of the dramatic season and reenforces public sympathy with theatrical proceedings; but the effect of this remarkable Ibsen product is that of general mystification, in part melancholy and in

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part comic. It is possible that the crazy, formless fabric of 'Peer Gynt' possesses some valuable meaning, and it is possible that Mr. Mansfield comprehends it; on the other hand, it is certain that its meaning does not lie upon the surface, and that the actor, if possest of its secret, does not reveal it. Viewed as a work of executive art, Mr. Mansfield's impersonation of the preposterous vagabond whom he calls *Peer Gynt* is found to possess the attributes of consistency, sustained energy, and abundant artificial emotion; it is an impersonation (because of what Mr. Mansfield puts into the character, not because of anything he finds in it) that amply exhibits alike the resources of the actor and his expert facility in the use of them; but viewed either as an image of anything natural among mankind or as the presentment of a valuable conception of anything ideal in poetic imagination, it is always a grotesque, and often an absurd, eccentricity. The actor's revelation of himself—his moods, his vagaries, his unconventionality, his egotism, his cynicism, his gentleness, his benevolence, his capricious sympathy with extreme views and mental delusions, combined with his common sense and his wide knowledge of human nature—is exceedingly interesting; but the subject that he has undertaken to illustrate is about as suitable for treatment in dramatic form as the binomial theorem would be, or the differential calculus, or Baxter's 'Call,' or Fearne 'On Contingent Remainders.' 'Peer Gynt' may please the seekers after freaks, whimwhams, and innovations."

The width of opportunity presented by this rôle is indicated by a dictum of Mr. Bernard Shaw that it required "the greatest tragic, comic, and character actor in the world." Mr. John Corbin, writing in *Appleton's Magazine* (March), is of the opinion that "just about that is what Mansfield has brought to it." Of a different opinion is Mr. Acton Davies. Thus:

"Wide as is the scope which his rôle offers him for characterization, he never once brings to it a touch of originality. He merely saddles on to *Peer Gynt's* shoulders gestures, mannerisms, and stage business which he has already used in other rôles. His performance, therefore, for an actor of his standing, is rather a retrogression than a step ahead. In this play he absolutely fails to hold or interest his audience, and that is something which can not often honestly be said of Mansfield."

The critic of *The Evening Post* takes this unfavorable view:

"Mr. Mansfield's personal performance has a certain degree of theatrical cleverness, but there is nothing typical or symbolical or generally illuminative about it. He marks the different stages of life with his invariable skill in make-up and his gift of eccentric delineation. The external contrast in dress and manner between the vagabond youth and the successful adventurer is very striking, but the versatility of Mr. Mansfield does not extend much beyond the tricks of disguise. He has a potent and strangely interesting but unalterable personality. His elocutionary faults and his tricks of pose and gesture appear to grow upon him. In some of his speeches he was almost unintelligible, and the monotony of his intonation at times was most exasperating. He presented the form and words, but not the soul, of *Gynt;* but it is to be remembered that of the three phases of the poem he practically represented only one, and that by far the least significant. Really, Ibsen has not much to be grateful for. He has been scandalously misrepresented."

The Dominant Sex in Novel-writers.—Why do the suffragettes rage, when women write the fiction of England? is a question asked by a writer in the New York *Mail*. Women who are clamoring for the ballot in England have only to reflect, asserts this observer, that by writing the "twelve best sellers" in 1906 they are already their country's rulers. "For not since Rousseau and Richardson," it is argued, "has the thought of a nation been shaped—or at least reflected—by its novels as it is to-day." In America the opposite is to be observed as to the sex of the authors of the six best-selling novels. In view of these facts, the writer asks, "Is the old country feminized, or have its women writers grown masculine? Is the literary taste of America virile, or does the sex of our favorite story-tellers serve only to mask feminine mentalities?" Some of the facts upon which these reflections are based are given herewith:

"We must judge others by ourselves, tho the old saw forbids. And by our standard the women who wish to rule England waste time in storming the House of Commons, because they rule already. In a list of twelve English 'best sellers' not a single man is represented. The books are: 'Fenwick's Career,' by Mrs. Humphry Ward; 'The Far Horizon,' by Lucas Malet (Mrs. Harrison); 'The Treasure of Heaven,' by Marie Corelli; 'The Gambler,' by Mrs. Cecil Thurston; 'Prisoners,' by Mary Cholmondeley; 'The Dream and the Business,' by John Oliver Hobbes (Mrs. Craigie); 'The Viper of Milan,' by Marjorie Bowen; 'The White House,' by Miss Braddon; 'In Subjection,' by Ellen Thorneycroft Fowler; 'A Sovereign Remedy,' by Mrs. Steel; 'The Incomplete Amorist,' by E. Nesbit (Mrs. Hubert Bland); and 'A Queen of Rushes,' by Allen Raine (Mrs. Beynon Puddicombe).

"The American list, on the other hand, gives a new and interesting answer to the old query, 'Who reads an American book?' Americans do. We doubt if any year prior to 1906 showed not a single one of England's favored books among the six 'best sellers' in the United States. By the lists of *The Bookman* we were less gallant than the transatlantic readers. Men wrote five of our six most popular novels. And thereby hangs a very pretty quarrel."

LOWELL'S LIMITATIONS AS A CRITIC.

ACCORDING to Mr. W. C. Brownell, James Russell Lowell lacked both the philosophic spirit and the critical instinct. In consequence his criticism, which "clearly grew out of his reading habit, not out of his reflective tendency," is "largely comment." His critical essays, says Mr. Brownell (writing in *Scribner's Magazine*), "are distinctly artless in both the literal and the derived sense of the word"—representing in each case "a cairn of comment" rather than an organic structure. His lack of the philosophic spirit is stated in another form when we read that he had little interest in "ideas as such, in and of themselves"—an asset "for which there is absolutely no adequate substitute in criticism." Lowell's ideas were in general "the conceits, notions, fancies of the true poet, of the observant rather than the reflective order." From his essays we learn little concerning his own general conception of life and art. Says Mr. Brownell:

"He had apparently no particular philosophic view to advocate or express, and his essays have no general philosophic derivation. His critical work as a whole lacks the unity of a body of doctrine or even a personal point of view. It does not discuss principles. Its chief value is exegetical. This is why he is at his best in his 'Dante,' his 'Chaucer,' his 'Dryden,' his 'Shakespeare,' and the Elizabethans generally. For as exegesis is the strongest part of his criticism, linguistics are the strongest part of his exegesis, and he is even better in discussing the language than in explaining the substance of the poets. For language he had the instinct to be expected of such a master of expression; and of archaic, recondite, or foreign language he was an admirable interpreter—being both a poet and a precisian. In this field it would be difficult to overpraise him."

Turning to the essay on Dante, which was the result of twenty years' study and has been called Lowell's ablest performance in criticism, Mr. Brownell finds that it gives the effect of having been "written at random." We read:

"In Dante's case, more than in most others, to admire is to comprehend. Lowell's admiration is limitless, and one feels that he understood his subject. But his expression of it is only less inartistic than it is uncritical. His twenty years of study have resulted in his comprehension of his theme, but not in reducing it to any definite proportions or giving it any sharpness of outline. There is nothing about it he does not know and, perhaps one may say, nothing in it that he does not appreciate. But he does not communicate because he does not express his general conception of Dante, and he does not because he has not himself, one feels sure, thought it out into definition. He is interested in ranking his poet, not describing him. Dante is next to Shakespeare, next

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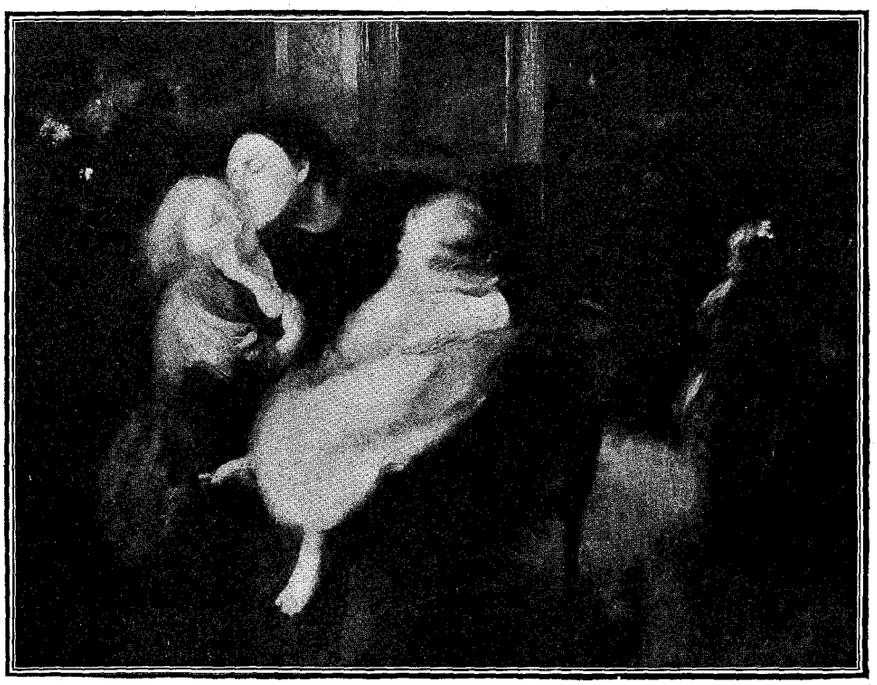
to Homer, above all others, and so on. Think of him in connection with Byron! 'Our nineteenth century,' he says, 'made an idol of the noble lord who broke his heart in verse once every six months, but the fourteenth was lucky enough to produce and not make an idol of that rarest earthly phenomenon, a man of genius who could hold heart-break at bay for twenty years, and'—but no one can care for the conclusion of such a sentence as that. Lowell himself has been less fortunate than he says the fourteenth century was, but his idolatry merely consecrates the looseness that mars his admirably sympathetic essay."

It reveals a fine trait in Lowell, says Mr. Brownell, that his essays should be, in general, so compact of eulogy. "They constitute a veritable literary monument, . . . and might be entitled 'The Praise of Great Writers.'" But, alas! "there is no qualification to his praise to give it persuasiveness, to say nothing of permanence." Thus:

"The Dante essay (to recur to this representative example) is all patently partizan—patently therefore, in the sixth century of Dante criticism, either unsound or superfluous; the day of discrimination is never over, but wholesale consideration reaches finally its term. Lowell is, like all the temperamentally energetic but reflectively indolent, particularly fond of superlatives. And tho superlatives may be just, they do not define. Obviously they state the known in terms of the unknown—A in terms of X, as Lowell might say; clearly the converse of the critical order. The general atmosphere of idolatry that they create is unfortunate because it is plainly 'too good to be true,' and in a world of imperfections the result is bound to lack verisimilitude. Dante in Lowell's pages ceases to be credible; or, if abstractly credible, is concretely very difficult to conceive as a thirteenth-century Florentine, as well as a very different personage from the Dante of other commentators."



"MATERNAL LOVE,"
From a painting in the Luxembourg, Paris, by Eugène Carrière.
"His mothers, his children," says Mr. Huneker, are "dreams made real."

A "PAINTER OF ELUSIVE PSYCHOLOGY."

EUGÈNE CARRIÈRE, the French painter who best depicted motherhood, is described as spiritually "the lineal descendant of the Rembrandt school—but a Rembrandt who has read Dostoievsky." The coupling of the two latter names by Mr. James Huneker, in an estimate of the French artist published in the New York *Sun* (February 24), points to the two dominant qualities of this artist—one of method and the other of interior revelation. Taken together, they constitute Carrière, in Mr. Huneker's phrase, "the painter of elusive psychology." He was born in 1849 and died in March, 1906. For the most part his work consists of "tender notations of maternity . . . painted with the smoky enchantments of his pearly-gray and soft russet," pictures of childhood, and portraits, among which are presentments of Verlaine, Daudet, Edmond de Goncourt, and Gustave Geffroy—"intimate in their revelations of the souls of the sitters." Mr. Huneker proceeds:

"Baudelaire once wrote: 'All nature is a temple, filled with living pillars, and the pillars have tongues and speak in confused words, and man walks as through a forest of countless symbols. . . .' It might serve as a motto for the work of Carrière, who was, first and last, a symbolist. There he is related to the Dutch seer, Rembrandt; both men strove to seek for the eternal correspondence of things material and spiritual; both sought to bring into harmony the dissonance of flesh and the spirit. Both succeeded, each in his own way—tho we need not couple their efforts on the technical side. Rembrandt was a prophet. There is more of the poet, a reflective poet, in Carrière. He is a mystic. His mothers, his children, are dreams made real—the magic of which Mr. Dolent speaks is always there. To disengage the personality of his sitter was his first idea. Slowly he built up those volumes of color, light, and shadow, the solidity of which caused Rodin to exclaim, 'Carrière is also a sculptor!' Slowly and from the most unwilling sitter he extorted the secret of a soul. We speak of John Sargent as the master psychologist among portraitists, a superiority he himself has never assumed. But that magnificent virtuoso, an aristocratic Franz Hals, never gives us the indefinite sense of things mystic beneath the epidermis of poor, struggling humanity as does Eugène Carrière. Sargent is too magisterial a painter to dwell upon the infinite little soul *stigmata* of men and women. Who can tell the renunciations made by the Frenchman in his endeavor to wrest the enigma of personality from its abysmal depths?"

Quoting Camille Mauclair, the French critic, Mr. Huneker traces in Carrière's work first the influence of the Spaniards, then of Ver Meer and Chardin. Formerly "he colored his canvas with exquisite delicacy and with a distinction of harmonies that came very near to Whistler's." In later years he confined himself "to bistre, black and white, to evoke those dream pictures, true images of souls, which make him inimitable in our epoch and go back to Rembrandt's chiaroscuro. Color went by the board at the last, and the painter was dominated by expression alone." "Psychical magnetism," says Mr. Huneker, is "exactly the phrase that illuminates his later methods." We read further:

"Often cavernous in tone, sooty in his blacks, he nevertheless contrives a fluid atmosphere, the shadows floating, the figure floating, that arrests instant attention. He became almost sculptural, handled his planes with imposing breadth, his sense of values was strong, his gradations and degradation of tones masterly, and he escaped the influences of the new men in their researches after luminosity at all hazards. He considered impressionism a transition; after purifying the muddy palettes of the academics, the division of tones, painters would return to lofty composition, to a poetic complicity with nature, to a more rarefied psychology. And he lived to see his hopes realized."

Notwithstanding his "nocturnal reveries" and his "somber

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coloring," it is a mistake, we are told, to think Carrière a pessimist. The reverse is the fact, asserts Mr. Huneker, with the following amplifications:

"His philosophy of life was exalted—an exalted socialism. He was, to employ Nietzsche's pithy phrase, a 'Yes-sayer.' He said 'Yes' to the universe. A man of vigorous affirmations, he worshiped nature, not for its pictorial aspects, but for the God which is the leaf and rock and animal, for the God that beats in our pulses and shines in the clear sunlight. Nor was it vague, windy pantheism, this; he was a believer—a glance at his 'Christ' reveals his reverence for the Man of Sorrows—and his religious love and pity for mankind was only excelled by his hatred of wrong and oppression. He detested cruelty. His canvases of childhood, in which he exposes the most evanescent gesture, exposes the unconscious helplessness of babyhood, are so many tracts—if you choose to see them after that fashion—in behalf of mercy to all tender and living things. He is not, however, a sentimentalist. His family groups prove the absence of theatrical pity. Because of his subtle technical method, his manner of building up his heads in a misty medium and then abstracting their physical non-essentials, his portraits have a metaphysical meaning—they are a *Becoming*, not a *Being*, tangible tho they be. Their fluid rhythms lend to them almost the quality of a perpetual rejuvenescence. It is an artistic illusion, but it tells us of the primary intensity of the painter's vision. Withal, there is no scene of the merely spectral; no optical trickery. The waves of light are magnetic. The picture floats in space, seemingly—compelled by its frame into limits. Gustave Geffroy once wrote that in common with the great masters, Carrière, on his canvas, gives a sense of volume and weight. Whatever he sacrificed, it was not actuality. His draftsmanship never falters, his touch is never infirm."

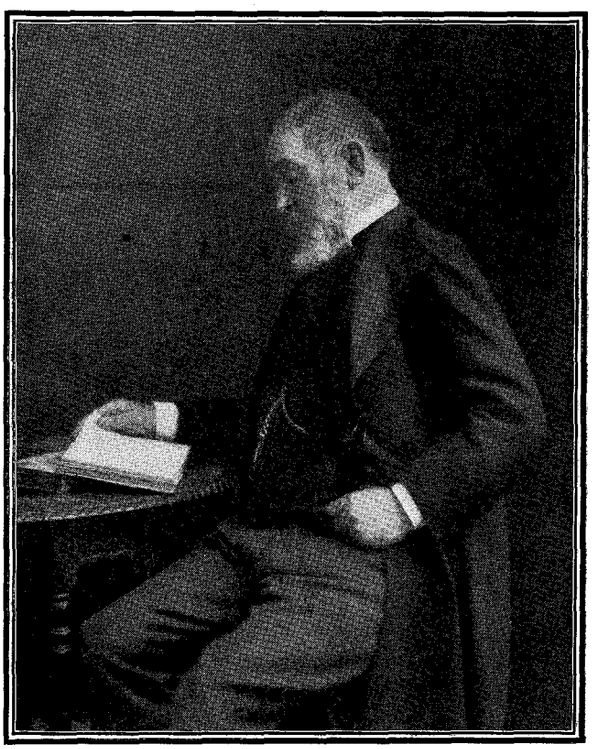
FREDERIC HARRISON PESSIMISTIC OVER MODERN LITERATURE.

MR. FREDERIC HARRISON confesses that he regards with pessimism the English literature of the present day. In all his other views upon life, as we learn from his own words in the London *Tribune*, he is an "optimist or, rather, meliorist," but when he comes to the subject of literature he acknowledges himself forced to "sing in a very minor key." "As I look back over the sixty years since I first began to read freely for myself," he declares, "English literature has never been so flat as it is now." Superior as the present output is in "sound English, sterling sense, industrious learning," it is yet "poor," he thinks, in "witchery of form, native humor, mother wit, creative genius." Comparing the writing of to-day with that of the mid-Victorian period, he produces this picture:

"In my student days—say, the mid-40's and mid-50's—our poets were Tennyson, the two Brownings, FitzGerald, Rossetti—all at their zenith. So were Dickens, Thackeray, Bulwer-Lytton, Kingsley, Disraeli. The Brontës, Trollope, George Eliot, Swinburne, Morris, were just coming into line. Year after year Ruskin poured out resounding fugues in every form of melodious art. Our historians were Carlyle, Grote, Milman, Macaulay, Kinglake—then Froude and Freeman. Our philosophers were Mill, Spencer, Buckle, Newman, Hamilton, Mansel. As a look back over these sixty years it seems to me as if English literature had been slowly sinking, as they say our eastern counties are sinking below the level of the sea. Where shall we find an Arnold, a Pater, a Symonds, a Stevenson, such a fascinating historian as J. R. Green—such 'a first-class fighting man' as Thomas Huxley?

"Compare an early number of any one of the reviews with any number of to-day. We shall find some seven to ten papers in any old number, each written in literary form; measured, thoughtful, filling a sheet, it may be two sheets, of print. To-day there will be seventeen or twenty-seven scrappy bits tumbled out of the writer's notebook, and half of them signed by leaders of fashion or society 'lions.' Style, literary shape, and any more than fugitive purpose are flung aside. A name which the public can recognize, a 'breezy' bit of gossip, is what the reader wants—is all that he has time to notice. Railroads, telegrams, telephones, motors, games, 'week ends,' have made life one long scramble, which wealth, luxury, and the 'smart world' have debauched. The result is sixpenny magazines, four-and-six-penny novels, 'short stories' in every halfpenny rag—print, print, print—everywhere, and 'not a drop to drink'—sheets of picture advertisements, but of literature not an ounce."

Good literature Mr. Harrison sees to be disappearing under causes "complex, subtle, deep, and wide." Such, for instance, as "the increase of material appliances, vulgarizing life and making it a scramble for good things"; next, "the vast multiplicity of



FREDERIC HARRISON.

"English literature," he thinks, "has never been so flat as it is now." It is "poor" in "witchery of form, native humor, mother wit, creative genius."

numbers tending to uniformity, crushing individuality, flattening us out into a crowd of equal units"; lastly, "the sudden spread of a low and mechanical instruction." The "pessimist" pursues in this wise his doleful survey of confronting conditions:

"Life has become infinitely faster, easier, machine-run; less spontaneous, less jovial, far uglier. The huge agglomeration of similar beings in our abnormal cities weighs upon the sense of personal independence. The mass of fellow citizens, at once our equals and our rivals, is too overwhelming to struggle against. We all have to conform to the fashion of the day. We dare not cut our coats or our collars to please ourselves; we are swept away by the irresistible torrent of 'what everybody does now.' The wonderful spread of what is absurdly called education, but which is really nothing but the mechanical instrument of real culture, instruction in the 'Three R's,' has evoked an endless supply of vapid, dull stuff. Fifty times the print is poured out now that was done two or three generations ago. The bulk of it is of the same washy type. That type, by its mere volume, sets the 'fashion.' To ignore the type is to be 'old-fashioned'; to defy it is to be 'a crank.' And so the literary currency is debased. . . . . .

"If Gibbon or Macaulay were to publish to-day, the academic critics would jeer at them for not knowing Professor Rumpelstiltzkin's last pamphlet on the 'Dolichocephalic Races.' If Scott were to publish 'Ivanhoe' we should be told it was 'a bad joke,' old-fogyish in form and obsolete in local color. What pays now for romance is divorce court scandal, the smart set in a motor trip, or slum talk in the East End. Photography and mechanics have forced art, literature, even society, into a crude, monotonous realism. In pictures, in books, in conversation, what we must have is the minute reproduction of the obvious, commonplace things."

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ELEANOR HOYT BRAINERD. BARONESS ORCZY. ROBERT P. PORTER. G. BERNARD SHAW. FLORA ANNIE STEEL. H. B. MARRIOTT WATSON.

A GUIDE TO THE NEW BOOKS.

Bain, F. W. A Draught of the Blue. Frontispiece. 12mo, pp. 237. New York: G. P. Putnam's Sons.

Bindloss, Harold. The Dust of Conflict. Frontispiece. 12mo, pp. 320. New York: F. A. Stokes Co.

Brainerd, Eleanor Hoyt. Bettina. Illustrated by Will Grefé. 12mo, pp. 212. New York: Doubleday, Page & Co. $1.25.

This slight but cleverly handled story would hardly fill one hundred pages if it were printed after the usual fashion. It is of the same type as the author's former novels, "Concerning Belinda" and "The Misdemeanors of Nancy," and while it makes but little demand upon the reader's intellectual equipment, it holds his interest effectively. The world that this author paints is a pleasant, sprightly world from which the great passions are carefully eliminated. It is the modern Arcadia peopled by young men and maidens of the perfect type seen in the pictures of Gibson and Christy. The plot of the story is of the simplest.

Brant, Allan. Poems. 12mo, pp. 30. Boston: R. G. Badger.

Carus, Paul. Our Children. Hints from Practical Experience for Parents and Teachers. 12mo, pp. 207. Chicago: The Open Court Publishing Co.

The author of this volume is one of the most distinguished exponents of the new philosophical conception known as monism. He has written many works upon philosophy and cognate subjects and is the possessor of a clear and agreeable style. Like Huxley he knows the secret of clothing abstruse subjects in an attractive garb and his works have a popular appeal. His new volume is written for parents and teachers and it will prove of especial interest and value to those engaged in kindergarten work. This latter class will find it an effective adjunct to Froebel and the familiar classics in this department, since it brings to the attention of the teacher information which is the result of recent scientific investigation and advanced psychological methods.

In the chapter which treats upon the subject of punishment we get the key-note to the author's ethical principles. Like Tolstoy, and like a greater Teacher, he advocates non-resistance of evil with evil. Retaliation is condemned, a lie must be overcome by truth, wrong by right, and violence by patience. These moral principles, which the author asserts are the ideal of Buddhism and of Christianity, should be inculcated at an early stage in the minds of children.

On the question of the punishment of children, about which there seems to be so much diversity of opinion among educators, the author has very decided views. He maintains that there ought to be no punishment of children in the old and proper sense of punishment. Punishment ought to become a method of education and ought to cease inflicting pain without any ulterior motive. Punishment, Dr. Carus declares, ought to be the "consequences of a wrong act which is brought home to the knowledge and sentiments of the child."

Connolly, James. The Jewels of King Art. 12mo, pp. 59. Boston: R. G. Badger.

Ellis, Edward S. Seth Jones of New Hampshire. Frontispiece. Illustrated. 12mo, pp. 282. New York: G. W. Dillingham Co.

Everyman's Library. New Volumes: Wesley's Journal (4 vols.); Maurice's The Kingdom of Christ (2 vols.); Butler's Analogy; Robertson's Sermons on Religion and Life; Latimer's Sermons; Robertson's Sermons on Christian Doctrine; Robbertson's Sermons on Bible Subjects; Browne's Religio Medici; William Law's A Serious Call to a Devout and Holy Life. Pages, each volume from 280–598. 18mo. London: J. M. Dent & Co.; New York: E. P. Dutton & Co. Cloth, 50 cents per volume.

Fairbanks, Arthur. The Mythology of Greece and Rome. Illustrated. 12mo, pp. xvii–408. New York: D. Appleton & Co.

Fehlandt, August F. A Century of Drink and Reform. 12mo, pp. 422. New York: Eaton & Mains. $1 net.

Fraser, W. A. The Lone Furrow. 12mo, pp. viii–354. New York: D. Appleton & Co.

Freeman, Mary E. Wilkins. By the Light of the Soul. Illustrated. 12mo, pp. 497. New York: Harper & Bros. $1.50.

Mrs. Freeman's new novel will not only sustain her reputation as a literary artist of unique and original gifts, but contains, in places, the suggestion of reserve powers that are still to be revealed. As her work matures her readers become conscious of her mastery over a wider field than was first thought to be within her province. In "By the Light of the Soul" she has perhaps sounded deeper levels of the human heart than hitherto.

Mrs. Freeman hardly goes beyond the drama of a small New-England family which has been transplanted to a New-Jersey township within hail of New York. The heroine is a lovely type of the New-England girl found only in Mrs. Freeman's novels and in those dim recollections of youthful first loves that are said to be a part of the universal inheritance. Maria is drawn with delicacy and insight. The soul of the modern analog of the Puritan maiden is here portrayed for us with an intimacy and sympathy that at times remind us of the touch of the masters of fiction.

Of course the inevitable and delightful old maid that we have met in the former novels of the author reappears in the new book. She lived handsomely on one hundred dollars a year. She never wore out anything. She moved carefully and "sat carefully." The reader actually sees her before him and almost loves her, for—humor carried to this pitch becomes pathos. One feels something like a pang when Aunt Maria fails in her matrimonial designs upon her widowed brother-in-law.

Hammond, Rev. E. Payson, D.D. Stories to Children about Jesus. Illustrated. 12mo, pp. 144. New York: Fleming H. Revell Co.

Henderson, W. J. Sea Yarns for Boys. Frontispiece. Illustrated. 16mo, pp. 195. New York: Harper & Bros. 60 cents.

Hilty, Carl. The Steps of Life. 12mo, pp. ix–264. New York: The Macmillan Co. $1.25 net.

Kenny, C. S. Outlines of Criminal Law Revised by James H. Webb. 8vo, pp. xxi–404. New York: The Macmillan Co. $3 net.

King, Gen. Charles. Captured: The Story of Sandy Ray. Illustrated. 12mo, pp. 349. New York: R. F. Fenno & Co. $1.50.

General King's new novel is a tale of American military life in the Philippines and apparently is the result of personal experience. The novel opens with a fine picture of the national flag floating over motionless battalions drawn up at evening parade, surrounded by long ranks of dusky natives in spotless white, with here and there the black cassock of a padre or the shaven crown of a friar. The fact that we are accustomed to read little but disparaging accounts of the native Filipinos helps us to a slight shock of surprize when we find the present writer praising them in the very beginning of his book. He declares that in those innumerable and nameless courtesies that mean so much in social intercourse, the native stands far above his American teacher. The story will be of most interest to military men. To the general reader it seems prolix at times. The characters are fairly well drawn and there are some interesting descriptions of characteristic Filipino warfare.

Kingsley, Florence Morse. Truthful Jane. 12mo, pp. 329. New York: D. Appleton & Co. $1.50.

It is the familiar drama of the poor relation that is recounted in Mrs. Kingsley's new novel. Jane Blythe, a beautiful, high-spirited girl, is flung by fate on the charity of her London relatives and compelled to taste all the bitterness, indignity, and intolerable humiliation incidental to the life of a governess in a "highly respectable" British family. Baited by her cousin, who is envious of her beauty and insufferably patronized by her aunt and uncle, she at last revolts and in desperation resolves to put the seas between herself and her blood relatives. The story of Jane's battle for her rights in her hard environment is told with the real touch of humor that the author had

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already shown herself capable of in "The Transfiguration of Miss Philura" and in "The Singular Miss Smith."

Arrived in America the sorely tried heroine is obliged to "go into service," that is to say, she has exchanged one sort of tyranny for another. Miss MacGrotty, a species of gorgon of the kitchen, is placed in authority over her, and the time comes when she begins to think of the advisability of returning to her relations in England. In the crisis of Jane's trials the inevitable knight of romance turns up in the person of John Everett, who marries her and takes her back to England. There is a thoroughly human touch in the handling of the whole story.

Knight, G. T. The Praise of Hypocrisy. An Essay in Casuistry. 12mo, pp. 85. Chicago: Open Court Publishing Co.

Livingstone, Alice. A Sealed Book. Illustrated. 12mo, pp. 384. New York: R. F. Fenno & Co. $1.50.

Maartens, Maarten. The Woman's Victory. 12mo, pp. 364. New York: D. Appleton & Co. $1.50.

Orczy, Baroness. I Will Repay: A Romance. 12mo, pp. viii–327. Philadelphia: J. B. Lippincott Co. $1.50.

Pemberton, Max. The Diamond Ship. Illustrated. 12mo, pp. 367. New York: D. Appleton & Co.

Porter, Robert P. [Director of Eleventh U. S. Census]. The Dangers of Municipal Ownership. 8vo, pp. xi–349. New York: The Century Co. $1.80 net.

The cause of municipal ownership has gained a popular appeal among the masses and is now advocated by many who heretofore had regarded it as a popular heresy. The author of the present work is firmly convinced that the principle of government ownership, instead of being a cure for existing municipal evils, would bring about a vastly worse state of affairs in comparison with which actual conditions would seem a blessing. His book is a philippic against municipal ownership and incidentally against socialism, to which the new doctrine bears a certain relation.

Mr. Porter takes direct issue with the widely accepted idea that experiments in governmental ownership in Great Britain tend to furnish proof of the practicability and success of the scheme. He avers that these experiments have had the opposite result, and his arguments against the principle of public ownership are largely based upon a careful and exhaustive study of the attempts to put the theory in practise in English communities. It must be admitted that his arraignment of the new doctrine is a formidable one.

The philosophical argument upon which Mr. Porter bases his main thesis is the familiar one used against Socialism. Civilization, he contends, is but "a man incessantly advancing. The world's progress in thought, invention, manufacture, and all that constitutes modern life centers around individual man. The forward steps in civilization have been taken, not by citizens' committees, town meetings or boards, but by individuals inspired with new ideas and possessing the brains and ability to realize them. Glancing over the world as it is constituted to-day we are invariably confronted with the fact that where the individual man has been allowed the widest latitude and freedom for the exercise of his genius and energy, there will be found the greatest progress, the finest type of what we call civilization.

Russia is the country which the author cites in proof of his argument. He points to Russia as the state where one may study municipal ownership in its full flower. The state in Russia, he declares, has been truthfully characterized as a trading corporation first and an organ of government only as a subordinate function; and he warns us that this is precisely what public ownership is rapidly making of English cities and towns, and state ownership is bringing about in Australia. He naturally infers that the same causes will produce the same results in our own country.

Mr. Porter's views on public ownership in Australia are interesting and greatly at variance with the rose-colored opinions that one often reads in the public prints concerning that progressive country. He asserts that Australia did great things at the beginning by the pursuit of a policy of freedom and by granting unhampered scope for individual energy. Since, however, the destinies of the country were placed in the hands of the Labor party and of the Socialistic element, he declares that the clock of progress has been stopt. The book is well worth the study of those interested in present economic conditions and is likely to attract considerable notice.

Shaw, G. Bernard, Dramatic Opinions and Essays by. Containing as well a word on the dramatic opinions and essays of G. Bernard Shaw by James Huneker. 12mo, Vol. I, pp. xxii–447; Vol. II, x–466. New York: Brentano's.

Steel, Flora Annie. A Sovereign Remedy. 12mo, pp. 349. New York: Doubleday, Page & Co. $1.50.

There is a certain literary distinction in Mrs. Steel's new story which lifts it well above the novels of the hour. "A Sovereign Remedy" has had a large sale in England and has received unusual praise from the English reviewers. The theme that runs through the story is whether gold is the "sovereign remedy" for a more or less disjointed world; and the working out of this problem gives the author an opportunity to interweave into her narrative questions of timely interest such as socialism and the changing relations of capital and labor. There are two heroes who are well matched intellectually, altho one is a rich nobleman and the other a poor commoner.

There are many characters in the novel, but the one which makes the deepest impression upon the reader is undoubtedly the heroine. Aurelia is a typical English country maiden inhabiting a sort of rural paradise "like any Eve, beautiful, healthful, gracious, smiling." She is a finely drawn character with but few of the conventional traits of the novel heroine. Contrasted with her are two very different types of Englishwomen, Helen Tressilian and the ill-starred Gwen, who sounds a tragic note in the idyl.

There are some fine descriptions of scenery and a graphic account of one of those Welsh revivals which are said to be unique among emotional religious exercises of the kind.

Tuttle, Hudson. Evolution of the God and Christ Ideas. 12mo, pp. 279. Berlin Heights, Ohio: The Tuttle Publishing Co.

This book is somewhat sketchy and the material used is largely such as lies on the surface, available to the diligent devotee of public libraries or the delver in books on comparative religion. The author adopts the familiar hypothesis that the God-idea originates in the relation of fear and submission in the primeval religious nature, toward the forces of the cosmos. These forces were personalized and the earliest manifestation was in the form of fetishism. Later, when man learned to make records of his thoughts and experiences, he described the creation as a work of the gods or of God. There were favorable forces leading to the inference of a good deity, the destructive forces correspondingly giving rise to the idea of an evil power.

This conception of nature as evil is, however, fundamentally a false idea, as evil is only an incident of struggle, a stage in evolution. This view is the substance of the author's theodicy. Some description is given of the idea of God in Buddhism, among the Egyptians, Chaldeans, Jews, Arabians, Greeks and Romans, Chinese, druids, Scandinavians, and Aztecs, and the early Christian philosophers. The mechanical argument from design is rejected, and the eternity of matter affirmed as axiomatic to "material science." The author's theory of God is that he is the "cosmic mind"; physical man is "a part" of the physical universe, spiritually he is "a part" of the cosmic mind. The cosmos itself is a living organism of which the soul or mind is God.

The idea of a Christ mediating between God and man arises from the necessity of bringing a transcendent God who is above all evil, struggle, matter, into some relation with man, considered as fallen and tainted. The various phases of this prime idea are followed through the historical religions. The story of the Virgin Birth of Jesus is only another version of an incarnation doctrine found in more ancient faiths. The record of the miracles, teaching, and resurrection of Jesus is all placed on the level with similar accounts about Buddha and other great teachers. "If God was incarnated in Jesus so he was in Krishna and Buddha; the conclusions of reason are against all miracles." The ultimate of the Christ idea, however, is translated by reason as being really "an ideal of spiritual life with its high aims and purposes."

The author has been a diligent collector of material in his line of study, such as would be serviceable to any other student who wishes to pursue the investigation.

Watson, H. B. Marriott. The Privateers. Illustrated. 12mo, pp. 395. New York: Doubleday, Page & Co. $1.50.

The obvious intention of the author of "The Privateers" was to strike a new note in fiction of the exciting brand. The leading characters of his story are a pair of American speculators who have been engaged in a long duel for the possession of a railroad. This sordid brace of sharpers, one of whom has the thin veneer of a gentleman, are put forward as typical of that mysterious and fascinating world of American high finance which has such charm for the foreign imagination.

The author has striven conscientiously to make his story interesting, and he has not failed to make hypodermic injections of horror at every three or four pages. One of the villains is swallowed up in a mud-swamp before the reader's eyes, and harrowing scenes and incidents crop up all through the book. The reader, nevertheless, remains cold. Flesh and blood are essential to stir the emotions, and these men and women are solid wax.

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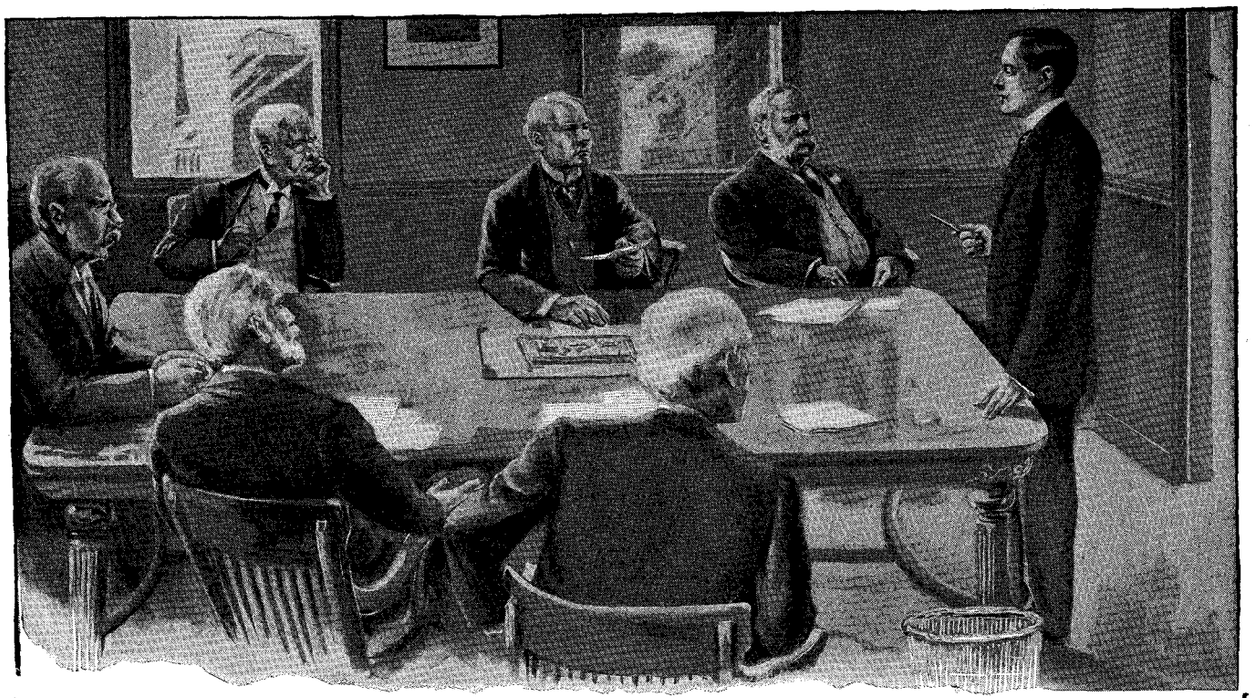

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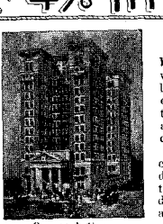

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Their soft antiphonal strophes write:
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Summer by summer on the height
The thrushes find melodious breath.
Here let no vagrant winds that blow
Across the spaces of the night
Whisper of death.
They do not die who leave their thought
Imprinted on some deathless page.
Themselves may pass; the spell they wrought
Endures on earth from age to age.
And thou, whose voice but yesterday
Fell upon charmed listening ears,
Thou shalt not know the touch of years;
Thou holdest time and chance at bay.
Thou livest in thy living word
As when its cadence first was heard.
O gracious Poet and benign,
Beloved presence! now as then
Thou standest by the hearths of men.
Their fireside joys and griefs are thine;
Thou speakest to them of their dead,
They listen and are comforted.
They break the bread and pour the wine
Of life with thee, as in those days
Men saw thee passing on the street
Beneath the elms—O reverend feet
That walk in far celestial ways!

—*From The Atlantic Monthly* (March).

The Passing of the Grizzly.

By Joaquin Miller.

Author's note.—Frémont speaks in his memoirs of seeing a great number of huge grizzlies, male and female, together with their cubs, feeding sociably together under the oaks near Santa Barbara in the early forties; but I think this rather exceptional. However, that was before my time, and I never saw this valley bear. I knew only the solitary beast far up the mountain near the snow-line. He always seemed to me to be not at all gregarious, but a lover of solitude. And he was a much smaller animal than those of the valley, if we are to credit early travelers. The last old bear of the Sacramento Valley was killed on the Bidwell ranch. He had but one good leg left and was nearly blind, but he died at his guns. Counting the lead in his brave old hide he weighed something more than a ton. The California Indians considered the grizzly as their earliest ancestor, and would not raise a hand against him on any account. When one of their number was killed by this bear they burned the body where it lay, the women smearing their faces with pitch and ashes and wailing piteously as they piled a mound of stones. These very numerous mounds were mostly in the ravines and arroyos, and have nearly disappeared under the hands of the gold-hunters, but may still be seen on the high mesa in the chaparral. Let us call them monuments to this mute and half-human king of beasts.

Not tiger-like, not lion-like,
Not like the sudden avalanche,
But slow, mute, careless where to strike,
He, silent, leaves his fate to chance,
And from his coign of ice and snow
He takes his broken trail below.

And wo betide the red man's fare
Across his path of chaparral!
A single blow, and high in air
He hurls him, heedless of his fall,
And keeps his tarn nose pointed straight
For fat herds toward the Golden Gate.

And there in rank wild oats all day,
While great bulls circle, bellowing,
He toys with poppies, as at play,
As heedless, quite, of everything.
More near! More near! A single blow
And he has laid the sleekest low!

Squat on his haunches, heedless still
Of circling tails tossed wild in air,
The huge king slowly feasts his fill,
Then turns him home. Take care! Take care!
The nursling, spouse, are still unfed,
And red the snow shall be, how red!

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And madly now mad bulls pursue
This prehistoric, hairiest man!
He falters, falls, what next to do
But die as only Samson can!
Not so! Not so! Another blow—
A black bull shouldered for the snow!

High up the winding, wildest trail,
Where died a red man all alone,
Some black-faced women weep and wail,
And heap the warning mound of stone.
The king of kings keeps on his way
Nor deigns to look on such as they.

The herds are not, the king is not,
The mourners have no more to say,
Save through a mound to mark the spot
Where once a red man missed his way
Mute mound of stone, ambushed, alone,
Where passed the mightiest monarch known.
—*From The Cosmopolitan* (March).

Horses of the Wind.

BY EDITH WYATT.

Down the rainy roof-top, up the silver street,
Horses of the morning wind gallop far and fleet.
Over mist and tree-top, down the break of day,
Coursers of the cold-breathed wind swing me on your way.

Light you whinnied at the gabling, and afar I'd dreamed your stabling—
Heard you stamping in your stabling on the heaven's crystal floor,
Dreamed your waiting in the airy days of ice-locked January,
Through clear nights in February, past the pole-star lantern's door.

Gallop past the hoary Hyads, and the snowy-clustered Pleiads,
Over common, over open, over mud-flung road and plain,
Cloud-winged horses with your streaming manes and dappled fetlocks gleaming
Beautiful beyond my dreaming, down your yearly course again.

Over highway, over byway, every way of yours is my way,
Fog-smoked roof, and dripping alley, and the trail the wild duck cries,
Ragged mist and splashing byway, plashing eaves and flooded highway,

A DIFFERENCE
It Paid This Man to Change Food.

"What is called 'good living' eventually brought me to a condition quite the reverse of good health," writes a N. Y. merchant.

"Improper eating told on me till my stomach became so weak that food nauseated me, even the lightest and simplest lunch and I was much depressed after a night of uneasy slumber, unfitting me for business.

"This condition was discouraging, as I could find no way to improve it. Then I saw the advertisement of Grape-Nuts food, and decided to try it, and became delighted with the result.

"For the past three years I have used Grape-Nuts and nothing else for my breakfast and for lunch before retiring. It speedily set my stomach right and I congratulate myself that I have regained my health. There is no greater comfort for a tired man than a lunch of Grape-Nuts. It insures restful sleep, and an awakening in the morning with a feeling of buoyant courage and hopefulness.

"Grape-Nuts has been a boon to my whole family. It has made of our 2-year-old boy, who used to be unable to digest much of anything, a robust, healthy, little rascal weighing 32 pounds. Mankind certainly owes a debt of gratitude to the expert who invented this perfect food." Name given by Postum Co., Battle Creek, Mich. "There's a reason."

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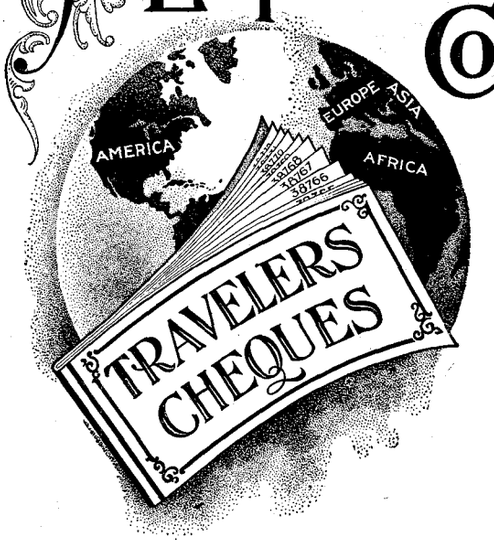
If So, Take
American Express Co.



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Bear the script name of Stewart Hartshorn on label.
Get "Improved," no tacks required.
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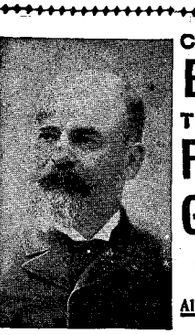

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All Others are Imitations.

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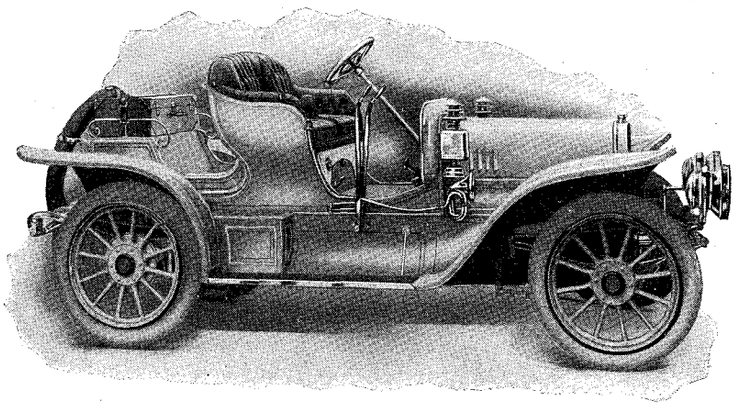
A Runabout—NOT an Imitation Racer



THIS is a runabout that a gentleman may drive without being classed as an imitation racer. Gracefully beautiful in its lines, and as comfortable in its seating and operating arrangements as the most luxurious touring car.

Body mounted on our Type X-I-V chassis, similar (except for refinements) to our 1906 Model K, which was the BIG SUCCESS of last year. Had a wider sale and use than any other touring car in the world. One owner, Mr. J. H. White, of Meriden, Conn., who makes "Angelus" piano players, used his Model K 6000 miles at a total repair expense of 90 cents. That's *Economy of Up-Keep*. Pays to buy a good car—keeps down repair bills.

* * *

Type X-I-V will do anything that any other 30 H. P. or $2500 car will do, and more. Offset Cylinders and our New-Idea Carburetor make the difference.

Offset Cylinders turn 50 per cent of the cylinder wall-thrust (power wasted in friction) into driving power. Wouldn't surprise us if all high-grade cars had offset cylinders next year, but, if you don't want to wait a year, you can get this advantage right now in the Winton.

Carburetors have been a great bugbear. Not so now. We tried carburetors without number; finally had to make one ourselves, on a new principle. Now we're using it, and it is a marvelous power-producer.

We prove these facts every day at our own branch houses in New York, Boston, Philadelphia, Pittsburg, Chicago, Detroit and London, and 100 other salesrooms in prominent cities. Let us send you a letter of introduction to our nearest headquarters.

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Next time you come to Cleveland, drop in and see the world's greatest automobile factory. Latchstring always on the outside. Nothing is so convincing of Winton merit as a personal inspection of our equipment and methods. Some of our tests would put ordinary automobiles on the scrap heap.

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Deliveries? Yes, we are in good shape. Big facilities enable us to make shipment promptly on promised date; any body you select—runabout, touring car or limousine.

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If you are really interested in the mechanics of fine motor cars, let us send you a Diagram Book, showing all our working parts. Edition is limited, and will not be advertised again. Send for one today.

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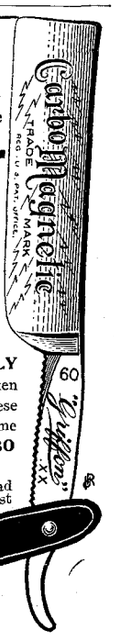
THE Carbo Magnetic RAZOR

Hollow Ground as Illustrated	Double Concave for Extra Heavy Beards	Set of Two in Leather Case	Carbo Magneti Strop $1.00 Strop Aide
$2.50	$3.00	$5.50	25c.



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If so, discard it and try a **"CARBO MAGNETIC,"** the Razor with the **"PULLING"** extracted. **"CARBO MAGNETIC"** Razors are unlike any you have ever used. They are made of the **MOST PERFECT STEEL PRODUCED IN ENGLAND,** and are **PERFECTLY TEMPERED** by **OUR EXCLUSIVE SECRET PROCESS OF ELECTRICITY.** It has taken **TWENTY YEARS** to perfect this method of **TEMPERING** and **PREPARING** the steel. These Razors **WILL HOLD AN EDGE INDEFINITELY,** and at last **SELF-SHAVING** has become **A PLEASURE.** No matter how many Razors you may possess, just **TRY** a **"CARBO MAGNETIC."**

Send us your dealer's name, tell us if he handles the "Carbo Magnetic" Razor, and we will send you our booklet entitled "Hints on Shaving," and make you a proposition whereby you can test this Razor. The booklet is very valuable to self-shavers; it illustrates the correct razor position for every part of the face and tells you all about REAL SHAVING COMFORT.

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Broken shore and full-flushed valley, and the hundred-hurdled skies.

Gallop, gallop swifter to me, thrill the strength of daybreak through me,
Twelve great winds of open heaven, in your splendor fleet and free,
Winds above all pride and scorning, all self-shame and self-adorning,
As the naked stars of morning singing through the bare-branched tree.

—*From Harper's Monthly Magazine* (March.)

Of Friendship.

BY KENNETH WILSON.

He was my friend because I seemed to be
Somehow responsive to his changing mood;
I chanced to help, once, when he needed me,
And lost his friendship for his gratitude.

—*From Appleton's Magazine* (March.)

Discouragement.

BY WARWICK JAMES PRICE.

With leaden arms she grasps the seeker's knees,
In silence pointing back at deeds undone—
At gifts unseized and bursts of song unsung,
Till numbing grayness colors all he sees.

Yet, at his feet, are other chances cast,
Right ready to his hand to have and hold.
This very day's warm sun might see him mold
A living present from an empty past.

—*From The Munsey* (March).

The Fugitive.

BY ALICE MEYNELL.

"Nous avons chassé ce Jésus Christ."—(From a Public Official Speech.)

Yes, from the ingrate heart, the street
Of garrulous tongue, the warm retreat
Within the village and the town;
Not from the lands where ripen brown
A thousand thousand hills of wheat;

Not from the long Burgundian line,
The southward, sunward range of vine.
Hunted, He never will escape
The flesh, the blood, the sheaf, the grape,
That feeds His Man—the bread, the wine.

—*From The Saturday Review* (London).

MOTOR MISCELLANY.

A Substitute for the Pneumatic Tire.—There are many devices on the market which are intended to do away with the troubles incident to the use of the pneumatic tire, with its liability to puncture. Many forms of spring wheels and resilient hubs have been invented, but in nearly all of them the great advantage of the rubber tire is lacking; the ability to "absorb" the jar of small articles, such as stones and other little impediments which are met with on the road. This is attributable, says *The Car* (London), to the fact that they are formed with a tread, or periphery, of a rigid and non-resilient nature. Such wheels lift over the little obstructions on the road surface and consequently transmit a considerable amount of vibration to the hubs. The "Centipede wheel," however, designed by Mr. Frederick Wicks, inventor of the rotary type-casting machine, is said to meet all requirements of a thoroughly resilient wheel. It is described thus in *The Car:*

The periphery of the wheel, *i.e.*, the tread, is formed by a number of steel pedals or sections; these are all separated from one another, but are yet spaced so closely that they form practically segments of a continuous ring projecting beyond a solid frame. Each of these sections has a superficial area in contact with the ground of less than

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one inch, and is continually prest outward, or kept extended, by means of coil springs, the long shanks meantime passing between rollers, which act as guides in permitting of their inward and outward movement. In the case of a light wheel dealing with light weights, only one ring of pedals would be necessary, but for heavier weights several series of rings divided from one another by suitable disks would be used, so that the tread would consist of an area of resilient projections. These pedals are then capable of dealing separately with all obstructions and irregularities in the road. Obstacles such as stones the size of a walnut are entirely absorbed by one or two of the pedals, which give way before them, leaving the remaining pedals to deal with the load. Other classes of obstruction, such as the raised edge of a manhole grating or a stick, might conceivably depress an entire series of pedals across the tread of the tire. Even then, however, there would be still left from sixteen to twenty pedals to carry the vehicle, and not the slightest shock would be felt. Larger obstacles, of say two or three inches in diameter, would, of course, be too much for the resilience of the Centipede, or even a lightly blown pneumatic tire, and in the ordinary way would be avoided by the driver whenever possible.

Each of the springs behind the pedals is capable of 2 inches of compression before it is exhausted, altho in normal running on a level surface the compression is only ⅛ of an inch for every 40 pounds of dead weight carried; the whole tread will therefore support half a ton. This resilience, which corresponds approximately to that of a lightly inflated pneumatic tire, can be hardened up to nearly three times the amount by increasing the strength of the springs, still without departing from the principle of the idea.

Mr. Wicks's design for a motor-omnibus tire provides for a series of six rings of pedals, seventy-two pedals being in contact with the road; each of these requires 376 pounds to exhaust its resiliency, or, in other words, every row of pedals will support nearly one ton before exhaustion. It will thus be seen that the Centipede wheel lends itself specially to motor-omnibus work, where the total load is somewhere about six tons. It might be thought the tire would be noisy, but just the reverse is the case, because being of such an essentially yielding nature it never strikes a blow but runs smoothly and almost silently over the most uneven surfaces. What noise there is can be compared to the rippling sound given out by the driving-chains, and even this could easily be deadened, if necessary. An important part of the design is that the quality of the resilience can be calculated with exactness, and

COFFEE THRESHED HER

15 Long Years.

"For over fifteen years," writes a patient, hopeful little Ills. woman, "while a coffee drinker, I suffered from Spinal Irritation and Nervous trouble. I was treated by good physicians, but did not get much relief.

"I never suspected that coffee might be aggravating my condition. I was downhearted and discouraged, but prayed daily that I might find something to help me.

"Several years ago, while at a friend's house, I drank a cup of Postum and thought I had never tasted anything more delicious.

"From that time on I used Postum instead of Coffee and soon began to improve in health, so that now I can walk half a dozen blocks or more with ease, and do many other things that I never thought I would be able to do again in this world.

"My appetite is good, I sleep well and find life is worth living, indeed. A lady of my acquaintance said she did not like Postum, it was so weak and tasteless.

"I explained to her the difference when it is made right—boiled according to directions. She was glad to know this because coffee did not agree with her. Now her folks say they expect to use Postum the rest of their lives." Name given by Postum Co., Battle Creek, Mich. Read the little book, "The Road to Wellville," in pkgs. "There's a reason."

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What do you want? Power?

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Strength? Safety? Luxury?

Type D is absolutely as strong as any car at any price; is safer than any heavy car because handier to manage; and is more luxurious because the Franklin jarless frame makes easier riding, and Franklin air-cooling prevents all annoyances either of over-heating or freezing. And Type D, Weighing only 1900 pounds, costs only half as much as a heavy car for fuel and tires.

Before you pay the extra twenty-two hundred—and afterward a lot for operating expense, write for the 1907 Franklin catalogue de luxe, and learn how scientific design and construction increase strength and ability while reducing weight and cost.

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4-cylinder Light Touring-car, $1850 **6-cylinder Touring-car, $4000**

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Special upholstery, equipment and colors, extra.

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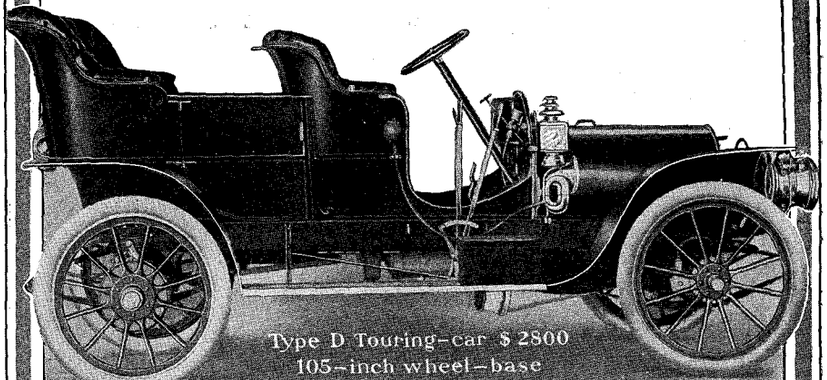

Type D Touring-car $2800
105-inch wheel-base
Five Passengers

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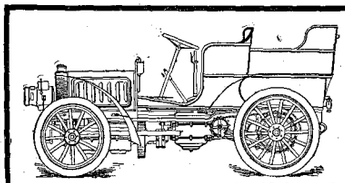

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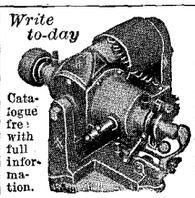

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TRUTH 2—The very best of materials are used in every part. You do not become a tester when you buy an **Aerocar.**

TRUTH 3—Accuracy in every detail of construction makes it a perfectly balanced, quiet, smooth-running car.

TRUTH 4—The four-cylinder, air-cooled, 20 horse-power motor never fails to furnish an abundance of power summer or winter.

TRUTH 5—Every pound of motor power is transmitted to the rear wheels. The multiple disc clutch and the horizontal shaft absorb but little.

TRUTH 6—The finish and upholstering of the **Aerocar** are exceedingly fine and durable. You can justly be proud of your possession.

TRUTH 7—It will carry four persons with delightful comfort and an abundance of room for all.

TRUTH 8—It is a rich man's car at a poor man's price. The greatest value in the 1907 market.

TRUTH 9—It is easy to understand—there are few parts. Every movement in the operation is the most natural.

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TRUTH 11—It will meet your daily requirements the year round. For touring, business or pleasure, you can always depend on this machine.

TRUTH 12—You, Mr. Naught Seven Motorist, will thank yourself and us too, if you buy one of these handsome Touring Cars.

Model "F" 40 H. P. water-cooled Touring Car **$2,750**
Model "C" 20 H. P. air-cooled Touring Runabout **$2,000**

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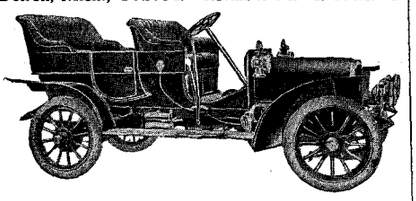
Detroit, Mich., U. S. A. Member A. M. C. M. A.



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Best for the eyes and the most economical.

Don't fall off and break the lenses.
Mountings guaranteed for one year.
At all opticians' – shapes to fit any nose.
Write for free book.
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varied to suit the precise conditions of the weight to be carried. Its non-skidding qualities too are, of course, one of its most important claims to consideration.

Sewer Explosions.—*Automobile* (New York) complains that there has been too much obloquy cast upon the New York garages as the outcome of the sewer explosions which have been attributed to the leakage of gasoline. The oil, percolating through the earth, has been said to vaporize and accumulate in the sewers, where in time dangerous explosions were bound to result. Conditions are no worse now, it says, than they used to be before the use of gasoline in automobiles was so common. To quote:

Long before New York had any automobiles or garages, corroding and poorly-jointed gas pipes poured their quota into the sewers, and a timely spark from the underground electric wires lent variety to urban life by sending iron manhole covers flying into the air with more or less frequent regularity. "Leaky gas pipes" explained to every one's satisfaction. There are more leaking gas pipes under New York City to-day than ever there were, due to the rapid corrosion of electrolysis set up by underground currents on the wrought and cast iron.

It is conceded that large quantities of gasoline are used daily in city garages for washing purposes and that more or less of it naturally finds its way into the sewers, but that the proportion is anything like as great as popularly supposed, or that it is responsible for sewer explosions that take place in the financial district or way out in the suburbs, is absurd.

There can be no valid objection to the enforcement of a long-forgotten ordinance, however, compelling the use of a special form of drain trap wherever gasoline is used, but that sewer explosions will be any the less frequent on that account appears doubtful. The strangest thing about this latest attempt further to safeguard the use of an admittedly dangerous fluid is to be found in the fact that householders should smell gasoline vapor from the sewers in their cellars, and nothing else. Queer plumbing, indeed, that will pass one per cent. of gasoline vapor and leave 99 per cent. of sewer gas behind.

The Automobile in the Desert.—When the new system of desert roads under construction by the Egyptian Ministry of Finance is complete, the motor-car as a means of desert travel is likely to put the camel out of business, if we may believe a writer in *The Car* (London, January 30). Giving credit to *The Egyptian Gazette* for its data, this paper says:

The road from Edfou to Beza has been completed, and consists of an excellent track ninety miles in length. From Beza it will bifurcate to the south and north. The southern branch of the road will go through the emerald-fields, while the northern extension will join the Keneh-Kosseir road from the Nile Valley to the Red Sea. Keneh is another base for a road northward. This road is now being made along the old Roman way which was constructed in order to bring the porphyry from the Red-Sea coast to the Nile, and it was floated down the river to be taken to Rome, where it still forms such a splendid and prominent feature in many of the remains of the palaces and temples of the imperial epoch. This road, as at present planned, is to end at Ghaattar, which is ninety miles from Keneh, and is half way to Gebel Zeit. The Edfou-Beza road has been largely used for motoring, and the new type of motors, which have been specially built for the use of the Department of Mines, have been found very satisfactory for desert work.

Motors are a far less costly and difficult means of conveyance than camels. The longest day's run in the Eastern desert was made last midsummer, when 148 miles were traversed in one day. There is no comparison with the rate of the camel. During the last trip of the Mining Department's tricar (No. 2) 243 miles were accomplished in four days spent in the ordinary work of inspecting roads and

KNOX

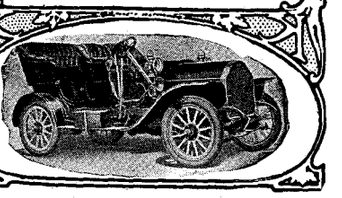
You don't have to hunt water or stop to cool off; you can leave the boulevards and go anywhere in the wide world with a little gasoline and a

Knox Waterless

The direct method of cooling is the best; the Glidden Tour proved it. Let us send you our 1907 catalogue; it illustrates and describes this and four other models.

Knox Automobile Company
Members Association of Licensed Automobile Manufacturers
Springfield, Mass.

Model "H," $2,500



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mines. The tires consist of ordinary pneumatic tires protected by suitable leather and iron-studded bands. It has been found that the three-wheeled motor-cars are far more suitable for desert traveling than the motorcycles, as the latter cause a great deal of strain to the rider. Water is not necessary for the vehicles except at intervals of fifty miles.

An Automobile Railroad.—Out of the numerous bills before the Indiana legislature of interest to motorists, *Motor Age* (Chicago) notes one that opens a hitherto unknown field for the motor-car. If the bill becomes a law, it remarks, it is possible that the new industry it creates will become one of the most important in the country. We read further:

The bill, which is the conception of the Rev. Z. T. Sweeney, of Columbus, recognizes the motor-car concrete railroad and places it on an equal footing with steam and electric railroads in the matter of privileges. With the introduction of the bill it becomes known that the Rev. Sweeney and several Indiana capitalists are planning to build a railroad having concrete rails, upon which motor-cars will be run for transportation purposes.

It is understood that the plan is to build a test road of 10 miles from Seymour to Brownstown. The rails of concrete are to be so arranged that it will be impossible for a motor-car to jump the track. It is proposed to run huge cars with a seating capacity of from thirty to fifty passengers. Trailers will be hauled if necessary. The car used probably will be of the sight-seeing type, with improvements making it feasible for cold and inclement weather.

It is sought in the bill to gain the privileges accorded to steam and electric roads so a right of way can be obtained and subsidies granted. If the first venture proves successful, such railroads will be built in all parts of Indiana. The promoters believe that it can be built at about half the cost of electric roads, while the cost of operation will be slight.

Pro and Con of Alcohol as a Motor Fuel.—The passage of the Denatured-Alcohol Bill in Congress was accompanied by much discussion of the effect which "free" alcohol would have on the automobile trade. Lessening the cost of the fuel, it was said, would bring it into common use in connection with motors which hitherto had been operated with gasoline. The theory of the suitability of alcohol has been widely considered, and now much interest is being taken by the motor world in a recent trial trip in which its powers were fairly tested. The Philadelphia *Inquirer* summarizes the result of this run, which was over the road between New York and Boston:

Three cars, all of the same make and of substantially the same weight, one using gasoline, the other kerosene, and the third alcohol, took part in this run, and as many experts observed and reported upon the performance. They pronounced in favor of alcohol as a hill-climber and also observed that with alcohol the metallic knock or pound caused by a too advanced spark was avoided. Its other advantages—its cleanliness, its non-explosive character, and the absence of the disagreeable smell inseparable from gasoline—did not need indication. In their summary of the results of the experimental run the experts stated that on an average basis of 10.1 miles of gasoline, alcohol gave 8.13 miles and kerosene 7.4 miles.

Gasoline is thus shown to be the most effective power-producer, but that circumstance alone would not be enough to give it the preference if other things were equal. Such, unfortunately, is not the case. At its present cost of 37 cents a gallon alcohol is two and a half times as expensive as gasoline and three times as expensive as kerosene when used in a modern gasoline-engine. In this run of 249 miles from New York to Boston the consumption of alcohol was 40.75 gallons, of gasoline 24.75, and of kerosene 33.75. As these various fuels cost respectively 37, 20, and 13 cents a gallon, the total fuel expense of the run was for the alcohol-car, $15.07,

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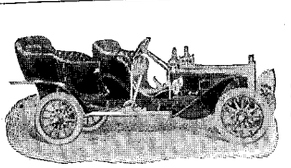

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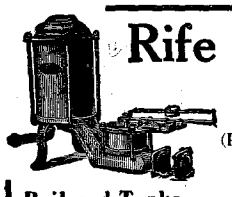

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for the gasoline-car $4.95, and for the car that used kerosene $4.39, or at the several rates per ton-mile of .0448, .0100, and .0139.

The discrepancies here exhibited are enough to put alcohol out of the running. Before it can compete on an economical basis with gasoline it will have to be sold at not less than 22 cents a gallon. During the discussion which preceded the passage by Congress of the Denatured-Alcohol Bill it was frequently asserted that alcohol could be placed on the market as low as 15 cents a gallon and still yield a profit to the manufacturer. This seems to have been an exaggeration, but surely it is not unreasonable to expect that it may before long be obtainable at the previously mentioned figure. If it can not be produced as cheaply as that, free alcohol will prove not to be the blessing it had been described.

As regards its substitution for gasoline as an automobile fuel it is not only the motorist who is concerned. It is every one whose olfactory nerves are sensible to the odious odor which the gasoline car leaves in its train.

Autos and Prosperity.—The growth of the automobile trade is a barometer of prosperity, asserts the Detroit *Free Press*. Last year the factories of the United States produced 60,000 machines, it notes:

If these averaged $1,700 each in value, a total of $100,000,000 was expended by the prosperous American in turn-outs that ignored the horse and put the cob and rig of a decade ago out of countenance. In order to equip itself with these expensive vehicles the public must have an excess of wealth not dreamed of ten years ago. The time was when the comfortable citizen was proud to own a fine horse and buggy valued at $500, or a carriage and pair at $1,000. His neighbors were obliged to confine themselves to $50 nags and $100 buggies. But the $500 equipage has given way to the $4,000 auto with its costly maintenance, while the $50 nag is superseded by the $700 runabout.

This displacing of the modest horse and carriage by the automobile necessitated from five to ten times the expenditure, and there is ample evidence on all sides that precisely this measure of prosperity is being enjoyed. For vehicles alone the demands call for a new prosperity ten times greater than before, and in no other line is the evidence of material progress so eloquent. The day of the automobile as a luxury has all but passed. Carriage- and buggy-making are giving way to automobile-building. The automobile has become a necessity as well because the public can afford it as because of its superiority over the nag and the cart.

Census Figures.—No one needs to be told that the increased popularity of the automobile has been accompanied by an even more noticeable and rapid decline in the popularity of the bicycle, but the figures of the two industries, which have just been published by the Census Bureau, present such remarkable contrasts that they have been widely cited in the press. In the census of 1900 the manufacture of automobiles was an industry so unimportant that it was not separately reported, but was included under "Carriages and Wagons." In the census report for 1905, the figures of which are just published, the value of the output is reported at between four and five times what it was in 1900. During the same period the decline in the bicycle manufacture was represented by a still larger ratio, about six to one. The New York *Evening Post* gives in condensed form the figures of the two industries:

The total value of automobiles and parts turned out in the census year [1899] was only $4,748,011. At the census of 1905, which covered the calendar year 1904, the output reached a value of $26,645,064, an increase since 1900 of 461.1 per cent. The figures for 1905, given above, represent the output of the 121 establishments reporting the complete automobile as their principal product. In addition to these there were 47 establishments engaged

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primarily in other lines of manufacture—carriages and wagons, bicycles, sewing-machines, etc.—which during the year covered by the census turned out 1,138 automobiles, valued at $879,205; and 57 establishments which manufactured automobile bodies and parts to the value of $3,388,472. In the period between the two censuses, the number of establishments turning out the finished automobile as their principal product increased from 57 to 121; the amount of capital invested in these establishments, from $5,768,857 to $20,555,247; and the average number of wage-earners employed from 2,241 to 10,239. The average capital per establishment increased from $101,208 to $169,878, or 67.9 per cent. . . . . .

The 1905 census of the manufacture of bicycles and tricycles disclosed great decreases since 1900. The number of factories declined from 312 to 101; the capital invested, from $29,783,659 to $5,883,458; the number of wage-earners, from 17,525 to 3,319; and the value of products, from $31,915,908 to $5,153,240. Many establishments that manufactured only bicycles in 1900 were, at the later census, engaged principally or to some extent in the manufacture of automobiles. As far as reported to the Census Bureau, the value of automobiles and parts turned out in 1904 by establishments engaged primarily in the manufacture of bicycles was $345,179. The decreases shown between 1900 and 1905 do not fully represent the decline of the industry. Its high tide of prosperity was reached about 1897, and, when the census of 1900 was taken, the manufacture had already largely fallen off. At the census of 1905 about one-third of the bicycle and tricycle factories were located in New York State and about one-eighth in Illinois. Pennsylvania, Massachusetts, and Minnesota were the other leading States in the number of establishments. In 1900 establishments were reported by twenty States and in 1905 by seventeen. During the intercensal period the number in New York fell from sixty-six to thirty-two, and in Illinois from sixty to thirteen. In 1900 there were eight States each reporting a value of product of over $1,000,000, while at the later census there were only two, Illinois and Ohio. In value of products in 1905, New York stood third and Massachusetts fourth.

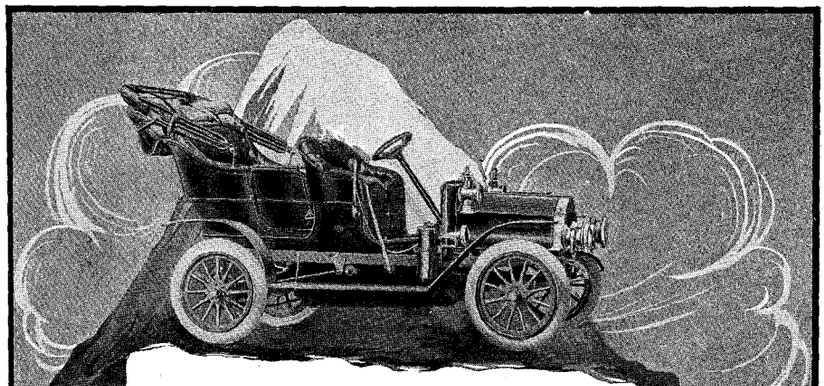
The number of chain bicycles turned out declined from 1,136,122 in 1900 to 246,304 at the census of 1905; chainless, from 42,929 to 4,077; and tricycles, from 26,110 to 4,063. The tricycles were almost entirely children's toys. Motorcycles increased from 159 to 2,436. At the census of 1905 there were twenty-eight establishments making motorcycles. Exports of this class of manufactures reached their highest level in 1897, when the value was $7,005,323. In 1900 it had already decreased to $3,553,149, and in 1905 still further decreased to $1,378,428.

Railway Automobiles.—According to *Railway and Locomotive Engineering* (New York) railway automobiles are beginning to be considerably used in Europe. They are used as early and late postal trains on branch-lines and others where passengers are few, on trunk-lines where it is often difficult to secure convenient secondary trains, and in industrial centers and city suburbs. The automobile railway train is also frequently attached to expresses, we are told, and when the road branches it is detached and allowed to continue under its own power. This paper gives these further details of the railway automobiles used abroad:

There is an economy in the personnel of the train, in the expense of traction, in material, capital, and maintenance, and there is additional traffic because of the increased number of stations made possible by the facility of starting and stopping. Up to the present time the carriages constructed are steam and electric.

The Belgian State Railway has carriages 46 feet long, weighing 50 tons, and having a seating capacity of 53 passengers. The ordinary speed of these trains is 19 miles an hour, altho they can be pushed to 30. Two men handle a train.

The Russian State Railway employs ten steam-coaches which are really two stories. Three men are



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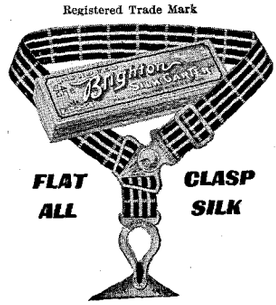

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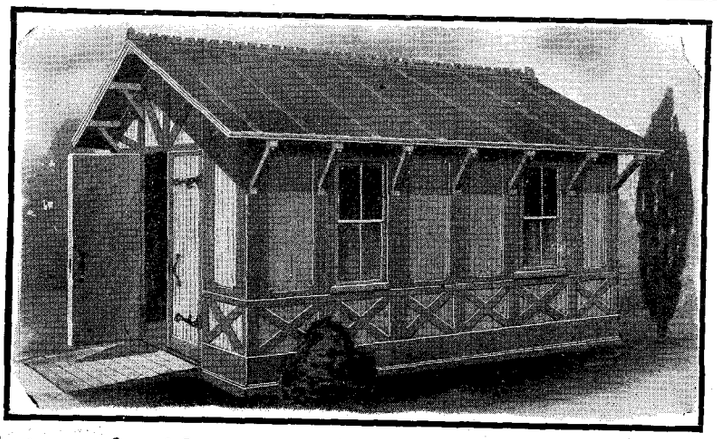

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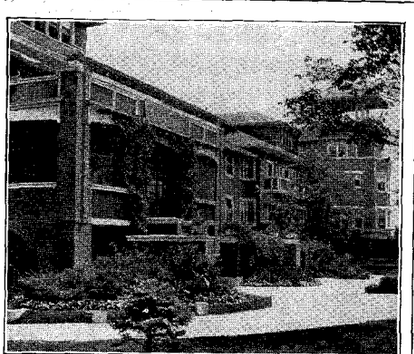

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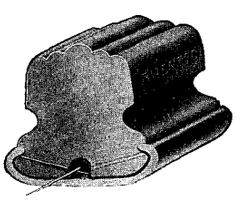

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used, and the speed averages about 14 miles an hour. They burn naphtha. The Northern Railway of France has postal steam autos, with room for twelve people in the back of each coach. The Italian Mediterranean Railway has autos on a line from Milan to Monza, the carriages each having a seating capacity of 90 passengers, and the trains traveling 27 miles an hour.

Justice to Automobilists.—The recent circular sent out to automobile-owners by the Committee on Public Safety of the Automobile Club of America contains many good pieces of advice for reckless drivers. It asserts that the automobile, when properly handled, is the safest of all vehicles, while the horse-drawn carriage is one of the most dangerous. "This is an entirely plausible conclusion," agrees the Brooklyn *Eagle*, which continues:

The auto is always immediately responsive to the skill and intelligence of its driver. The horse is not. Unmanageable autos rarely do damage to pedestrians or to other vehicles. Unmanageable horses do. It is a well-known fact that not the coolest and most resourceful whip in the world can reduce a maddened horse to instant submission to his will. It is seldom, indeed, that a simple turn of the hand will not bring the auto under control. The chapter of fatalities chargeable against drivers of automobiles in 1906 is not nearly so large as that chargeable against the drivers of horses; but the report properly regrets that many of the accidents might have been avoided.

In view of the fair manner in which the Automobile Club treats of the duty of automobilists to the public, this paper thinks the public should be equally willing to acknowledge its duty toward automobilists. "It will be well," it says, "if a similar spirit of fair play can be made to prevail among those charged by law with the regulation of automobiles, through the enforcement of speed ordinances and otherwise." It adds:

The fact that the self-propelled car is a new and powerful machine with extraordinary possibilities of danger through reckless usage has established in all parts of the country systems of licensing such as are never imposed upon the drivers of horses. Obedience to this discriminating custom is nowhere withheld But having obeyed it, having put himself under restrictions to which the owners of other vehicles are not subject, the motorist is well within his privileges in asking that he be not made a target for the harassment of petty officials, who, in too many parts of this State, at least, derive personal profit from his prosecution. Speed laws should be intelligently enforced under State-appointed officers, as in the case of New Jersey, and not, as in the rural districts of New York, through the agency of local constables whose motives and behavior make perjury profitable and bribery enticing. There is such a thing as overregulation. The motorist has been made the victim of it in many instances, while the user of other vehicles has been allowed to escape his just share of espionage and restraint. The pendulum should swing a little the other way.

"Shock-absorbers" on Heavy Vehicles.—Devices for taking up the shock of sudden jars have come into general use on motor-cars. They depend generally for their action on friction, altho some utilize the passage of liquids through an orifice. *The Motor Age* (Chicago, December 20), in an article that shows better acquaintance with automobiles than with the King's English, calls attention to the fact that these devices are little used in this country on heavy commercial vehicles, which is the class that would benefit most from them, as vehicles of this type are compelled to use rough streets a great deal of their time. The result is excessive vibration

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and abnormal wear and tear on the motor. The writer goes on to say:

In commercial vehicles, while carrying a load is the main consideration, the speed of the machine also comes into notice, due primarily to the fact that many buyers are after a high-speed machine. The frequent and considerable variation in the weight of the load makes it impossible to use a spring suspension that will give the best results under such variations. In commercial machines excessive weight is carried on the axles, which means a small amount of flexibility so as not to exceed the limit of elongation to which the metal in the springs should be submitted, consequently the reaction on the frame of the car is considerable with a full load, and at these times the proper spring suspension is in great need. As a matter of fact, the resistance of springs to flexion is calculated for the maximum load that can be carried and, consequently, with lighter loads the greater are the shocks communicated to the frame of the car. It is to overcome this condition that shock-absorbers are recommended, they, at times of light load, performing exceptionally valuable service, which action, however, gradually decreases with the increase of the load, at which time, however, the flexion of the spring increases to its maximum, thus caring for the additional jar. It is customary abroad to fit shock-absorbers at the ends of the springs, interposing them between the spring and the frame, the preference being to this manner rather than fitting an absorber directly between the axle of the car and the framework.

The Motor-boat Show.—The recent Motor boat Show in Madison Square Garden, New York City, was the first large exhibition in the metropolis given over entirely to the motor-boat. In previous years the sportsmen's exhibit has been a part of this show, but this time the National Association of Engine and Boat Manufacturers thought that the growing popularity of the motor-boat would warrant an exhibition devoted to it alone. *Automobile* (New York) tells of the progress in the industry which was evidenced by the show:

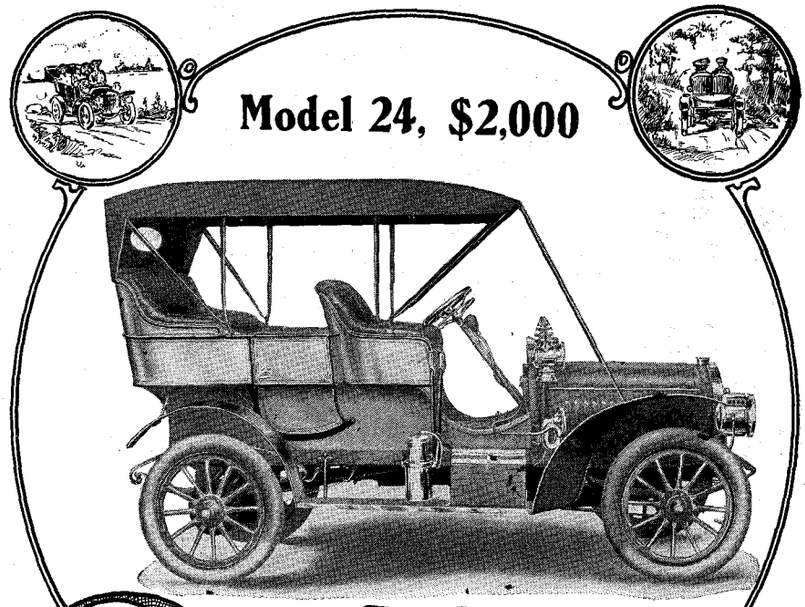
Pleasure craft of course predominated, in fact, practically comprized all that was shown, and the infinitely wide range of design attainable in this category presented a fine field for study for those nautically inclined. The absence of purely racing-freaks was noticeable, the trend of design seeming to lie in the direction of trim, substantial-looking hulls, so built as to admit of high speed if suitably horse-powered.

In contrast with this type, the cabin cruisers, with seagoing properties, formed a pleasing relief, with their roomy cabins and homelike accommodations, to their slenderer, fleeter sisters. Cabin cruisers are rapidly gaining in popularity with those who like to venture off shore out of sight of land, and are now built in a distinctive type from 27-foot length upward. Seaworthiness, not speed, is their chief characteristic. They are full-bodied, moderate in beam, of full wide stern, and the most advanced type shows relatively small displacement aft, the deadwood of the keel reaching almost to the water-line, and the line of recession aft on the bottom commencing about midships.

The installation of a power plant in a craft of the above type has always been more or less of a problem, but it is best exemplified in a location at the rear of the cabin, about two-thirds of the way aft. This allows short reaches for the controlling levers, which should be handy to the helmsman, who necessarily should be able to control the engine on a boat of this type at all times and on all occasions. It should be remembered also that the wheel in the type of boat mentioned must necessarily be located at end of cabin above deck, and its immediate proximity to the motor is desirable.

Necessarily the larger type of motor-boats could only be shown by miniature models, and the exhibit of these showed four—the *Aida*, 80 feet; *Lydia* and *Cactus II.*, 75 feet each; and *Norka*, 67 feet. All of these are full-trunk cabin yachts, and range in speed from 20 miles per hour in the *Aida* to 17 miles per hour in the *Cactus II.*

Steel boats, shown in variety at several exhibits



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demonstrated a marked improvement in design over last year's models, also superiority in construction. They embody distinct characteristics peculiar to the nature of the body material, but present no difficulty in their ready adaptation to power propulsion; in fact, their increasing numbers prove a wide-spread popularity.

A newly named model for the coming season is the high-speed "runabout," a semiracing type of boat, fitted with light-weight, highly developed motors of well-rated power. These boats are made in popular lengths, the 21-footer predominating in the exhibits made. In power-driven yacht-tenders a tendency is shown among builders to combine the large carrying capacity of the ordinary tender with the speed and convenience of the runabout type mentioned above. One type shown was equipped with 25-horse-power motor, has a guaranteed speed of fifteen miles per hour, and a total weight of only 1,350 pounds—a remarkable combination for a serviceable craft.

The wide range of prices for fully equipped motor-boat outfits puts them within the reach of every one's pocketbook. The lowest price quoted was $94.50. This, of course, was for a very small boat, with a motor of minimum horse-power, but it told the possibilities of the industry and its ability to meet the widest range of demand. Moderate-powered boats, from 18 to 25 feet, selling all the way from $250 to $1,000, according to finish, horse-power, and equipment, formed the bulk of the popular-priced models in open boats. Above the range of one thousand dollars in price there are numerous stock models up to $5,000, and above that price special designs prevail. Half-cabin cruisers can be purchased as low as $1,500, but the popular seagoing type, 31 to 40 feet in length, ranges from $2,500 to $3,500. The largest boat shown was a forty-foot full-cabin launch, beautifully furnished, and finished in natural polished mahogany, a $10,000 beauty.

As is the case with the automobile industry, manufacturers of supplies, fittings, and equipment are finding a very productive field in the realm of the motor-boat. The balconies were devoted to these exhibits, and a number of others found space on the main floor to show their wares. The most rapid advance noted among the specialists is in improved methods of ignition and the development of electric-lighting plants for power-boats. Names familiar in the automobile sundry supply dotted the big Garden, demonstrating the common kindred business interest which dominates all motor-driven conveyances, whether terrestrial or aquatic.

PERSONAL.

Mr. Edison's Future Work.—The announcements of Mr. Thomas A. Edison's celebration of his sixtieth birthday were accompanied in the press by the declaration that he was about to retire, and devote the remaining years of his life to the rest which the ceaseless work of his earlier years had earned for him. These reports were later qualified. Mr. Edison denies that he is to retire, but says that he will no longer seek to invent things merely for the money the inventions may bring. He will now turn to different phases of scientific investigation and work untrammeled by commercial fetters. He is quoted at some length in this connection in the New York *Tribune*:—

"For many years I have longed to take up purely scientific investigation," said Mr. Edison, in talking with some friends on his sixtieth birthday, "but there have been so many things to engross my attention that I have had to defer this kind of work. For years, however, I have been making preparations for this task. I have kept notes of curious things which I have observed in my various experiments, but which at the time were only side-issues. When a man is in a laboratory working on a problem he comes across all kinds of phenomena, and he can't take the time to trace these manifestations to their source, because that would interfere with the task he is wrestling with. He is compelled to put these things aside, for if he is striving for the commercial end of the business he must abandon the ideal, unless

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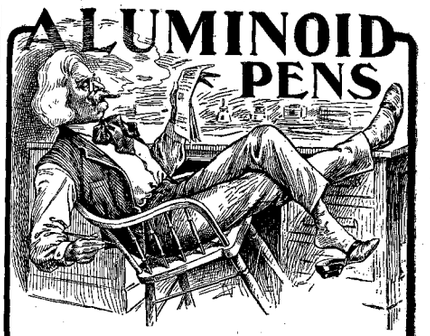

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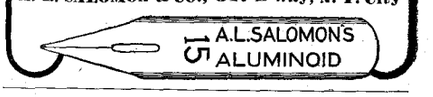

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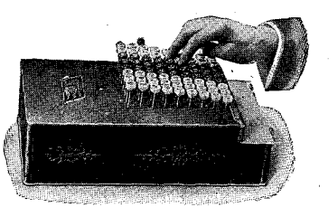

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that, too, will aid him in attaining the commercial goal.

"These side-vistas into the realms of science, however, have so charmed me that now I intend to retrace my steps and strike out in search of the truths that I know must lie somewhere beyond my former horizon. By means of investigations based on the data of my note-books and scrap-book I hope to throw light on many subjects which now appear to me as dark mysteries."

In the course of Mr. Edison's experiments, from which he has evolved so many practical devices to broaden, brighten, and quicken life, he has frequently been startled by what would seem a glimpse at the secret of life itself. At the same time that he has been perfecting instruments to enlarge man's material resources, as, for example, his telegraph and telephone appliances now in universal use, the phonograph, the incandescent lamp, and the kinetoscope, he has often stopt to study the mystery of man. But his pauses were brief. As soon as he realized that he was dallying along the way which he had marked out toward some certain "commercial goal," as he has himself exprest it, he would drop these wayside investigations and hurry on again.

Altho the problem of human life has baffled all who have tried to approach it, nevertheless, the man who has succeeded in so many other places where his fellows have failed is now said to be contemplating this most stupendous of all intellectual undertakings. Indeed, he has already studied into the subject so far as to say that man is an "aggregation of nervous influences," and that behind man there is a power which some call "God" and others a "Supreme Intelligence," and whose existence he hopes to prove as conclusively as by a mathematical demonstration.

"A man resembles a municipality like New York City," said Mr. Edison not long ago, in speaking of this most profound of all problems. "New York City is nothing but an aggregation of an almost infinite number of influences or energies. When combined they make New York. It is a great giant individual, so to speak. So a man is an aggregation of cells analogous to those material and immaterial influences which go to make up a great city—an aggregation of cells, each playing its part in the economy of life.

"I also believe firmly in what is called the doctrine of evolution. The law of the survival of the fittest, which may seem cruel, governs mankind notwithstanding. It will ultimately develop the perfect man, master of all the forces of nature."

When the inventor was asked if his theories of evolution and cellular adjustment made him a disbeliever in God, he replied:

"Not at all. No person can be brought into close contact with the mysteries of nature or make a study of chemistry or of the laws of growth without being convinced that behind it all there is a supreme intelligence. I do not mean to say a supreme law, for that implies no consciousness, but a supreme mind operating through unchangeable laws. I am convinced of that, and I think that I could—perhaps I may some time—demonstrate the existence of such an intelligence through the operation of these mysterious laws with the certainty of a demonstration in mathematics."

The Shoat and the General.—Mr. C. C. Clark, in *Harper's Weekly*, tells the story of a little incident in General Sherman's Atlanta campaign. The General had issued strict orders forbidding foraging, and saw to it that the orders were strictly enforced. On this occasion, however, what seemed to be a violation was readily condoned by him, and the writer has an explanation for his unusual leniency:

After a morning of hard fighting Sherman was making one of his "flank movements," and the column was strung out along the road for miles. I was riding near the head of one of the columns, and perhaps five rods ahead of me was General Sherman himself.

As usual, he was about the worst-dressed man in the outfit—a shabby, disreputable old forage-cap drawn down close to his ears, and a private soldier's blue overcoat, a size or two too big for him, with no visible insignia of his rank to distinguish him. He was sitting "all humped up" in the saddle, chin

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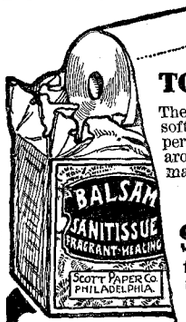

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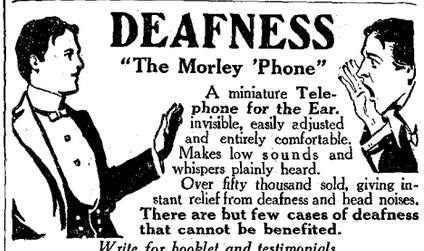

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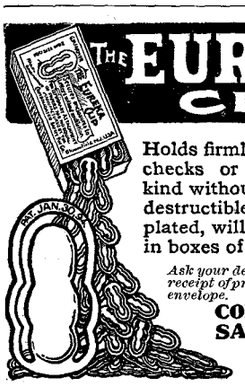

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hanging down on his breast, and reins lying loose on the horse's neck. Suddenly there came a series of agonizing squeals and grunts from the brush at the right of the roadway, and in an instant a small "razor-back" shoat ran out into the road. Close behind it came a private soldier with musket at the charge. Just as the pig reached the middle of the road the man struck swiftly and surely, the bayonet passing through its neck and throat.

The General straightened up in his saddle, gathered up the reins, and commanded, "Halt, there, my man!" The soldier, recognizing the General, brought his heels together and saluted.

"What did you kill that hog for?" demanded Sherman.

Without turning a hair or batting an eye, the man saluted and said, "He bit me, General."

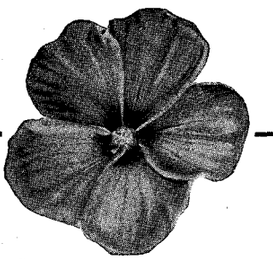
"That's right. If they attack you, kill them," was the reply; and, turning to me and dropping an eyelid, he remarked, "I knew those animals would hurt some of my men if they were not careful," and rode on.

I have always believed that "Old Billy" had some of that shoat for his supper that night.

Wellman's Chances of Reaching the Pole.—Walter Wellman, whose projected aerial trip to the north pole has been postponed to next summer, is now back in his native country for a few weeks. In the columns of the Chicago *Record-Herald*, the paper which is backing his expedition, he writes at length upon the difficulties and possibilities of the aerial method of polar exploration. He there attempts to answer the questions and doubts which have arisen in the minds of many skeptical critics. The New York *Tribune* analyzes his arguments in this manner:

The chief uncertainty about the feasibility of an aerial voyage twelve hundred miles long springs from the loss of buoyancy which results from the leakage of gas. It is doubtful if any balloon which merely drifts, but which also carries passengers, has ever stayed up longer than thirty-six hours. The Lebaudy air-ship, of the same type as Wellman's, made a flight the other day lasting two and a half hours, and the performance was considered a remarkable achievement in France. Now, while Wellman might, under extremely favorable circumstances, make his round trip in five or six days, he frankly admits that twelve or fifteen days may be requisite. He insists, however, that the leakage from the reservoir of his air-ship amounts to only 1½ per cent. daily. If it were two per cent. the reduction in lifting power would be only 360 pounds, he declares, whereas he expects to vaporize 400 pounds of gasoline every day in running his engines. Inasmuch as he proposes to carry 6,500 pounds of that fluid at the outset, he is confident that he can defy the influence of gravitation for nearly, or quite, sixteen days. All the same, it will be judicious to verify his calculations by a trial trip of adequate length before he turns his back on Spitzbergen next year.

There has also been much speculation about the influence of the wind upon Wellman's undertaking. Poor Andrée, whose point of departure was identical with that selected by the Chicago explorer, hoped that gentle southerly breezes would waft him to his destination. Wellman relies on engine-power rather than wind, but expects that the latter will help him to some extent on the northward part of his journey. Curiously enough, Peary's observations in the arctic region do not coincide altogether with those of Andrée and Wellman. Peary reports that in Greenland and Grant Land northerly winds predominate, and his experience last April testifies



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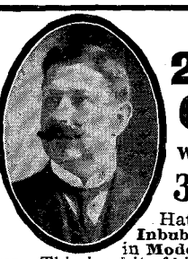

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forcibly to the occasional development of westerly gales in extremely high latitudes.

So conflicting is the evidence regarding the direction of the prevailing winds over the circumpolar sea, it would seem, that Wellman would be fortunate if he could eliminate that element entirely from his calculations. At best there is no real assurance of continuity, and any possible advantage which might be gained during one part of the voyage might easily be offset by resistance at another stage of the undertaking. There would be occasion for thankfulness if there was no wind at all. Wellman's engines, he says, assure him a speed of fifteen miles an hour in a calm, or 360 miles in twenty-four hours. At that rate less than four days would suffice if the air were motionless, and if the skies were clear enough to admit of astronomical observations. On the other hand, a sudden storm might not only interrupt actual progress, but hopelessly wreck a flying-machine.

Some Longfellow Letters.—The Longfellow centenary has brought to light many "hitherto unpublished" documents relating to the poet's life. A friend of Richard Henry Dana, Jr., the oldest grandson of Longfellow, sends to the New York *Times* extracts from letters of the poet, which the grandson read at a meeting at the Teachers College, in New York. These extracts are here given in full:

"Yesterday I dined with Dominican friars at the convent of San Clemente. Archbishop Manning and several people of note were there. We had a jovial dinner and good wine, and every dish was Italian, not to say Italianissimo. After dinner we went into a small coffee-room where the inquisitor tried to light a fire, with small success. Some one cried out, 'Ah, Padre! the days have gone by when fires can be lighted by inquisitors!' and there was a roar of laughter in which the padre aforesaid joined heartily."

"Yesterday Lowell gave a supper to Thackeray. We sat down at ten o'clock and did not leave the table until one. It was a very gay affair, with stories and jokes.

"'Will you take some port?' said Lowell to Thackeray.

"'I dare drink anything that becomes a man,' replied T.

"'It will be a long while before that becomes a man.'

"'Oh, no,' cried Felton, 'it is fast turning into one.'"

"If you want to enliven a dull dinner-table you have only to ask the question 'To what century does the year 1800 belong?' I tried it to-day with success."

"A stranger called here to-day to see Washington's headquarters. He asked me if a Mr. Shakespeare did not live somewhere about here. I told him I knew no such person in the neighborhood."

"At another time a man who came to our house in Portland to make some repairs inquired 'if a Mr. Shakespeare or some such name was not born there.' It would appear that to some persons as to Sir Topas, 'a poet is—a poet.'"

"As I was standing at my front door this morning a lady in black came up and asked, 'Is this the house where Longfellow was born?'

"'No, he was not born here.'

"'Did he die here?'

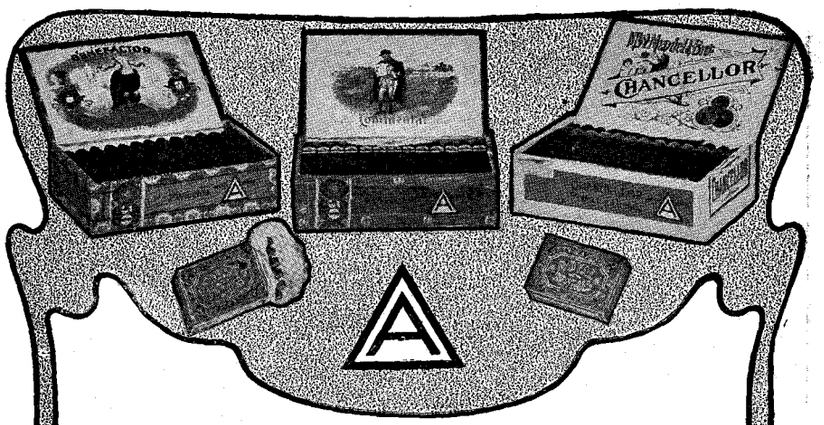
"'Not yet.'

"'Are you Longfellow?'

"'I am.'

"'I thought you died two years ago.'"

"I thank you for the paragraph on coeducation. That is a difficult problem to solve. I know that life, like French poetry, is imperfect without the feminine rime. But I remember how much time I lost at the academy looking across the schoolroom at the beautiful rime. Perhaps after all it was not time lost, but a part of my education. Of what woman was it said that 'to know her was a liberal education,' and who said it? Certainly there is something more in education than is set down



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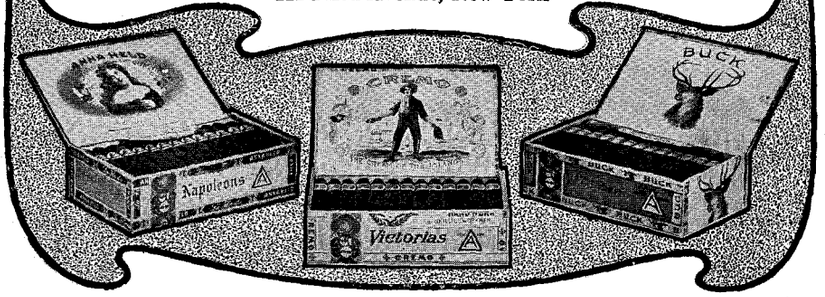

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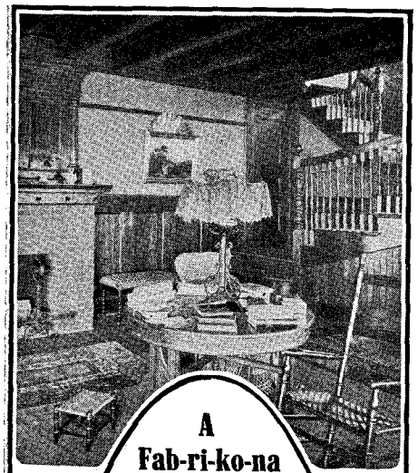

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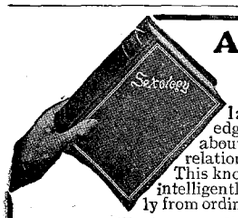

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in school-books. Whittier has touched the point very poetically in the little lyric of his called 'In School Days.'"

"I do not like to have women discust in public. Something within me rebels at the profanation."

Fighting for the Lives of Others.—In an article on "Heroes of Every-day Life," in the March *World's Work*, Mr. Edgar French tells, among numerous other instances of remarkable heroism, of the rescue of Jacob Flyter from what came near being a watery grave, fifty feet below the surface of the Milwaukee River. He was directing the work of four Italian laborers in a comprest-air chamber, beyond a steel bulkhead, driving a tunnel through the hard-pan beneath the river bottom. Suddenly a drop in the air pressure allowed some of the water overhead to penetrate their chamber and threaten them with drowning. The four Italians, in a panic, succeeded in escaping through the bulkhead door, which they slammed behind them, leaving their foreman imprisoned, with the water rapidly rising. The account of his rescue is told thus by the writer:

When the laborers came scrambling out of the shaft without their foreman, the engineers in charge guessed instantly what had happened. They ran the elevator down the shaft and verified the conditions they had imagined. They came back declaring that the foreman was as good as dead. No human power could force the door against the water pressure back of it. It was only a question of hours until the foreman should be drowned. The tunnel was filling rapidly with water, and even if rescuers should achieve the impossible, they would be overwhelmed with the rush of water that would follow the opening of the door that held him.

Then Harris G. Giddings, Lawrence A. Hanlon, and Peter Lancaster appeared. They were firemen, off duty, and each had a family. They insisted on being allowed to go down and try to save Flyter. The engineers explained the hopelessness of the effort and the folly of risking their lives. But they persisted, and, taking a heavy beam, went down the shaft. At the bottom they found the water already knee deep. Wading back through the dripping tunnel, stooping to avoid the live electric wires overhead that supplied their little light, they heard the screams of the imprisoned foreman and the ineffectual beating of his fists against the door. Reaching the bulkhead, they peered through the bull's-eye in the door and saw his face contorted with terror. They made signs that they were trying to help him, and backed away with their beam swung as a battering-ram. Time and again they rushed it against the bulkhead. Each time it struck without causing more than a tremor of the steel plate. Momentarily the water rose inch by inch above their knees. In a pause for breath they noticed that the cries within had ceased. They looked through the bull's-eye and saw that the water had risen so that the foreman's lips were covered. He was holding his head back and breathing through his nostrils in a last effort to preserve himself from drowning. The men worked desperately. A stream of water five inches thick roared past them, fifteen feet long, and the waters around them rose to their breasts. Gradually the stream subsided as the water inside the chamber sunk to the level of the bull's-eye.

The men paused for a moment to pass Flyter a flask of whisky. Tho his teeth chattered with a chill caught from standing in the cold water, he steadfastly refused to touch it. The men then returned to their swinging beam. It was futile work. The only response was the thud of the blows and the moaning of the man behind the steel plate.

The fever of their work brought an inspiration to one of the men. They would get a jack-screw, and, with it held against their beam, they could exert a slow pressure of tons against the door. There might still be time to do it. The rising flood around them warned them to make haste.

But before they started back for the screw they would try the door once more. With a shout they hurtled against it. It quivered, groaning, and at last it yielded. As it swung back the waters rushed

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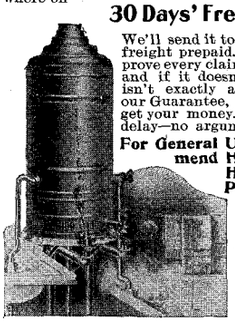

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past them with a threatening roar. They plunged into the chamber, caught up the body of the fainting foreman, and ran with it to the foot of the shaft. The elevator was waiting. They were safe.

At the hospital, the foreman proved himself to be of the same stuff as his rescuers. He was shaking from chills and nervous exhaustion. The doctors offered him whisky. He refused it as he had done in the tunnel. They told him that it was a matter of life and death that he drink it. Still refusing, he lapsed into unconsciousness. Days later, when he was on the road to recovery, the nurses asked him why he had chosen what he had believed was death rather than drink it. He replied simply that he had promised his mother, just before she died, to leave it alone, and he wouldn't go back on his word.

Another case which the writer records is remarkable in that the rescuer and the rescued had for years been living at enmity. Only the intervention of friends, we are told, had more than once prevented them from doing each other bodily violence. Then, one day last April, this event occurred which effectually ended the feud.

One of the men, Richard Godson, was discovered at dusk, lying senseless in his private gas-well, dying of suffocation. No one of the crowd that gathered at the mouth of the well dared to risk his life in an effort to save him.

Then his enemy, Rufus K. Combs, came breathless to the spot. By the light of a lamp he looked down and saw the body face down in the mud at the bottom of the well. Without hesitating, he slipt into the narrow manhole, hung by his hands, and dropt into the darkness and suffocating fumes of the pit. He lifted the body of his enemy, and by dogged effort raised himself to a foothold on a small gasoline tank inside the well, and lifted the body above his head to the manhole. The crowd caught Godson's hands, pulled for a moment, and lost their hold. The body fell back into the mud. The rescuer's own breath was failing. He raised his head out of the manhole long enough to fill his lungs again with air, and dropt again. Again he struggled with his burden to the tank, and raised it to the opening overhead. The crowd drew the body out.

Choking with the gases, Combs clung desperately to the rim of the manhole until the crowd drew him into the open air.

Two hours later, when he recovered consciousness, some one asked Mr. Combs why he had risked his life to save his enemy. "I hated to see such a good fighter choke to death," he replied.

Well-paid Opera-singers.—Enrico Caruso, the far-famed tenor of Mr. Conried's operatic family of stars, recently decided to ask for more pay. Next year, the last year under his present contract with Mr. Conried, he will be getting, it is reported, $1,500 per night. He wanted that raised to $3,000, with a guaranty of at least fifty appearances each season. "It is double or quit," as one paper put it. And in view of the war between the managers of the rival opera-houses in New York it looked as tho either Mr. Conried or Mr. Hammerstein would have to come up to his figures. It was reported finally, however, that the singer had compromised with Mr. Conried, agreeing to appear under the new contract for $2,300 a night. The New York *Evening Sun*, discussing the situation, tells of Mr. Caruso's rise to his present high-salaried position from his start as a singer in Neapolitan churches. We read:

A Neapolitan mechanic's boy at 40 cents a day, he early found that rival church choirs delighted to honor him with better pay, tho his hard-working father objected, even in Italy, to music as a trade to earn your living by. It was the same story after Private Enrico Caruso had been drafted into the Italian army. He was a youth of nineteen summers when his drill sergeant there reported him for singing.

Major Mogliati was the name, and Rieti was the home or station of the mole-eyed immortal who discovered something unusual in this voice and who,

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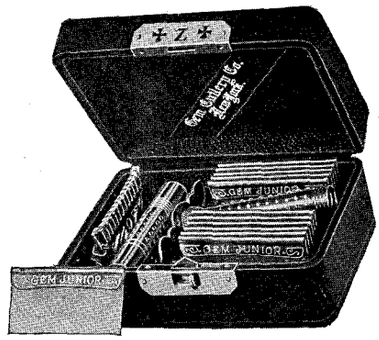

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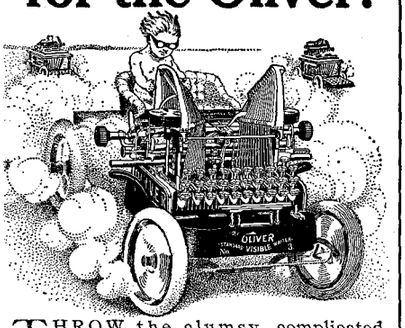

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after reprimanding the drill sergeant, promptly assigned Private Caruso to spend all the leisure that his military service allowed in study with the teacher of the regimental band.

Sorrento heard the first tenor sobs of Caruso on an opera stage. It cost Sorrento $15 a night. The voice as yet was a thing of shreds and patches in the upper register, with a serious rent in the middle, for Caruso, like De Reszke, had thought himself a barytone. But one day the fiery young Italian discovered that a rival Sorrento tenor got three times his price. He took his hat and walked out.

A Leghorn opera-house snapt him up for $150, or a neat jump of 1,000 per cent. All Italy knew the name of Caruso soon afterward. And everybody in New York knows the story, which is not and never was true, by the way, of how Heinrich Conried asked a Broadway bootblack who was the greatest tenor in the world, and the grimy Italian answered, "Caruso, si, signor, he singa da toppa note."

It was Maurice Grau who gave Caruso his first American contract at $1,000 a performance, but who retired, leaving the tenor to surpass even "Parsifal" among the operatic assets of his successor, Mr. Conried. And where Grau paid Jean de Reszke $2,250 and $2,450 in his last two seasons, as well as $1,600 to Tamagno, who never was a "drawing card," Mr. Conried has been fortunate in retaining Caruso at an advance of $100 in his prevailing rate of wages every season. Unless by special favor, he now gets $1,400, and next year, the last of his contract, $1,500.

"Born at Naples about thirty-five years ago; married and living in Florence; no special musical education; sings *Lohengrin*." Such is the account of Caruso in one of our bright lexicons of fame. But there is that brand new $150,000 Villa alle Panche, at the Flornetie Porta San Gallo, to be supported now, as well as a family of small boys. In fact, there has been a fly in the honey ever since Caruso went back two years ago and told his friends he had received $3,000, for singing two little songs, "from an American meelionaire named Smeeth."

For four songs a voice-machine company paid him $8,000 down and $4,000 royalties in one year.

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Bringing Her Up.

Little Willie, tired of play,
Pushed sister in the well one day;
Said mother, as she drew the water,
"'Tis difficult to raise a daughter."
—*Harper's Weekly.*

Willing to Help.—"John," she whispered, "there's a burglar in the parlor. He has just knocked against the piano and hit several keys at once."

"I'll go down," said he.

"Oh, John, don't do anything rash!"

"Rash! Why, I'm going to help him. You don't suppose he can remove that piano from the house without assistance."—*The Throne.*

Businesslike.—The multimillionaire was asked if he would take the stand.

"Oh, I don't know," he answered; "what's your stand worth?"—*Philadelphia Ledger.*

The Picture Thrown In.—"This," said the guide in the Dresden art-gallery, "is the famous 'Sistine Madonna.' This painting is worth close to one million dollars."

"Does that include the frame?" asked the tourist from Chicago.—*Philadelphia Press.*

In Suspense.—APPLICANT (at Western newspaper office)—"I'm looking for a job. I can set type and write."

EDITOR—"Good! Just take a seat."

"Have you an assistant?"

"I can't tell yet. I sent him out to see a man and expect to hear a gun go off every moment."—*Life.*

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"I—lost—it—play—play—playing craps!"—*Fliegende Blaetter.*

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SPARKER—"When I come along with it this afternoon in front of your place of business just you take a good look at that girl on the front seat."—*Chicago Tribune.*

A Closed Season.—Senator Thomas J. Allison, a member of the Missouri Legislature, is an acknowledged wag in that more or less dignified body. He was approached the other day by an enthusiastic motorist, who asked if he was not in favor of some legislation for the benefit of those who own automobiles. "I am," replied the Senator. "I am in favor of a bill placing the owners of automobiles under the protection of the State game laws and providing that it shall be unlawful during certain months of the year for farmers to shoot chauffeurs and occupants of automobiles."—*Argonaut.*

Considerate.—FIRST CHAUFFEUR—"There's one thing I hate to run over, and that's a baby."

SECOND CHAUFFEUR—"So do I; them nursing bottles raise Cain with tires."—*Puck.*

Giving Him Time.—"Why didn't you slow down when I yelled at you, over on the pike, this mornin'?"

"Too busy, old man—didn't have time."

"Wall, I'm about to take you before Justice Billberry, and I reckon he'll accommodate yer with about ten days of it."—*Life.*

More Remarkable.—"I see an inventor is working on an automobile that will jump over holes."

"That's nothing compared to my machine."

"Why, what does your auto do?"

"The first time I took it out, it jumped over the curb and tried to climb a tree."—*Cleveland Plain Dealer.*

The Lesser Responsibility.—GLADYS—"I am going to buy an automobile and I want you to go along and help me select one."

COUSIN JACK—"Not for me, little girl. Why, I wouldn't even pick you out a husband."—*Puck.*

The Curse of Money.—"Money doesn't always bring happiness and peace of mind." "You are right there," answered the man with an anxious look. "Sometimes it tempts you to buy automobiles."—*Washington Star.*

Where the Hog Loses.—When young Vanderbilt was in Europe a native of France, taking him for his own chauffeur, told him what he thought of those dogs of Americans who rush about French country roads trying to kill people. "I have a sick hog," said the peasant, "which I will drive into the road and you kill it. Then I will collect from your master and divide."—*Argonaut.*

A Variable Quantity.—"Dubley has an automobile, hasn't he?"

"I don't know."

"Why, I thought you told me you saw him with one yesterday?"

"Yes, but that was yesterday."—*Philadelphia Press.*

The Vernacular.—ASCUM—"Does he own an automobile?"

TELLUM—"No, but he can talk it."—*Harper's Weekly.*

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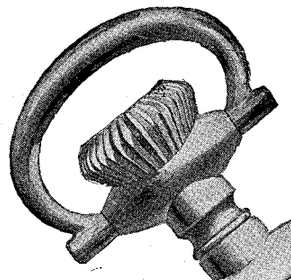

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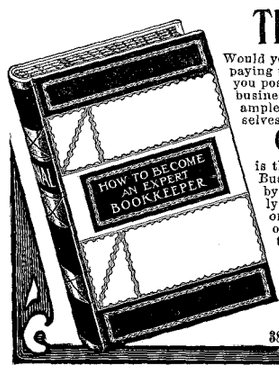

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CURRENT EVENTS.

Foreign.

February 22.—Terrorists attack the post-office in Warsaw by daylight, kill the postmaster, two clerks, and two soldiers, loot the office, and escape.

Honduras formally declares war on Nicaragua. President Bonilla marches on the Nicaraguan frontier.

February 23.—The Austrian Llyod steamship *Imperatrix* is sunk off the island of Crete.

February 24.—President Zelaya, of Nicaragua, blames Honduras for beginning the Central-American war, saying that he offered arbitration but it was refused.

Cubans parade at Havana and present an appeal to Governor Magoon for the abrogation of the order prohibiting cock-fighting.

February 25.—A scheme for reorganizing the British army is introduced in the House of Commons by War Secretary Haldane.

Prince von Buelow, German Imperial Chancellor, denounces the Center Party, in the Reichstag, and accuses it of combining with the Socialists in undermining the social order.

February 26.—Lord Curzon urges the Unionist party to undertake the reform of the House of Lords on the lines laid down by Lord Newton's bill.

February 27.—The House of Commons, by a vote of 198 to 90, approves the principle of disestablishment and disendowment of the Church in England and Wales.

Serious fighting occurs between Russian troops and Chinese bandits in Manchuria.

February 28.—The Federal Council decides at Berlin that no member of the House of Cumberland can succeed to the throne of Brunswick.

The Japanese cruisers *Tsukuba* and *Chitose* leave Yokohoma for Jamestown to take part in the naval review there.

The Italian Minister of Public Instruction announces that Italy will carry on the excavations at Herculaneum without foreign aid.

Domestic.

CONGRESS.

February 23.—House: The Esch bill regulating the hours of railroad employees is passed, after being amended to meet the views of the President.

February 25.—Senate: The Agricultural, Post-office, and Pension Appropriation Bills, and the Philippine Bank Bill are passed. The treaty with Santo Domingo is ratified at a night executive session.

February 27.—Senate: The bill establishing the Foundation for the Promotion of Industrial Peace and the Expatriation Bill are passed.

February 28.—House: General debate on the Ship Subsidy Bill closes.

Senate: A bill extending government aid to the Alaska Yukon Exposition is passed.

OTHER DOMESTIC NEWS.

February 23.—President Roosevelt spends the day in Boston and Cambridge, and delivers an address at the Harvard Union.

Edward F. Dunne it renominated for Mayor of Chicago by the Democratic convention.

Nearly all of the passengers in the Pennsylvania Special are injured in the wreck of the flyer near Johnstown, Pa.

February 24.—Japan orders 50,000 tons of steel rails from the United States Steel Corporation.

February 25.—A shortage of $173,000 is discovered in the United States Sub-Treasury at Chicago.

Ambassador Bryce is received by President Roosevelt at the White House.

The Texas Senate votes to discharge the committee which has been investigating the charges against Senator Bailey.

E. H. Harriman, before the Interstate Commerce Commission, admits that $60,000,000 of the capitalization of the Chicago and Alton Railroad is water.

February 26.—All bids for construction of the Panama Canal are rejected, Chief Engineer John F. Stevens resigns, Major G. W. Goethals is made his successor, and the Engineer Corps of the Army is put in charge of the canal construction.

February 27.—The centenary of Longfellow birth is celebrated throughout the country.

February 28.—The Harriman hearing before the Interstate Commerce Commission is ended.

Paul Morton is reelected president of the Equitable Life Insurance Company.

Charles W. Morse announces that he will build two two-day steamships for passenger trade between Cuba and New York and will spend millions on improvements in Havana.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *The Lexicographer does not answer anonymous communications.*

"M. G.," San Antonio, Tex.—"What is the correct pronunciation of *indissoluble?*"

In pronouncing the word the accent should be put on the second syllable; thus, in-dis'o-lu-bl.

"Mrs. P. V-W.," Chicago, Ill.—"What is the derivation, and what the meaning of *typhonic?*"

It is derived from the Greek *typhōn*, a typhoon, plus *-ic*, a suffix used as an adjective termination meaning "pertaining to" or "like." Therefore, the meaning of the term is "resembling a typhoon, or blowing with the violence of a typhoon."

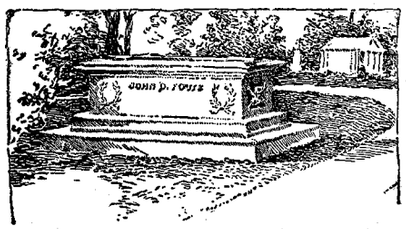
"N. C.," Frankford, Mo.—A correspondent points out that the "double possessive" applies to the sentence "He became a friend of Mrs. Wilberforce's." (See THE LITERARY DIGEST, Feb. 9, '07). In treating the subject the STANDARD DICTIONARY says: "This construction is usually explained as an elliptical partitive genitive; as, 'A servant of his aunt's' is equivalent to 'One of his aunt's servants.' This so-called double possessive, however, is not restricted to expressions that can be thus explained. . . . The value of the double possessive as a vehicle of thought is unquestionable. It distinguishes emphatically a phase of the subjective genitive from all phases of the objective genitive. A language that permits the distinctive phrases 'A criticism of him' and 'A criticism of his,' 'A portrait of mine' and 'A portrait of me,' is certainly richer in capacity of expression than a language limited to either of these constructions." Notwithstanding the fact that the use of the double possessive has been repeatedly censured, it has long had the sanction of literary usage, and is therefore permissible in the sentence cited.

"R. J. G.," San Diego, Cal.—"What are the differential definitions of the words *obverse, reverse,* and *converse; exist, persist, subsist; homophone* and *homonym?*"

In numismatics the *obverse* side of a coin is that "turned toward or facing one." The term is used to indicate the side that bears the head or more important device. The word *reverse* means "turned backward; having a contrary or opposite direction, position, or character." In numismatics it designates "the back of a coin or medal." *Converse* means "turned about so that two parts are interchanged, as by causing the first to appear last and the last first." For the meanings in logic and mathematics see the STANDARD DICTIONARY (p. 410, col. 3).

To *exist* is "to be or continue to be; have actual existence; to continue animate"; to *persist* is "to continue stedfast against opposition; to adhere firmly to any course; to endure." To *subsist* is "to be furnished with sustenance; be maintained or sustained; live."

A *homophone* is a homonym, or a letter or character which has the same sound as another. A *homonym* is "a word agreeing in sound with, but different in meaning from, another"; as *pair, pare, pear.*



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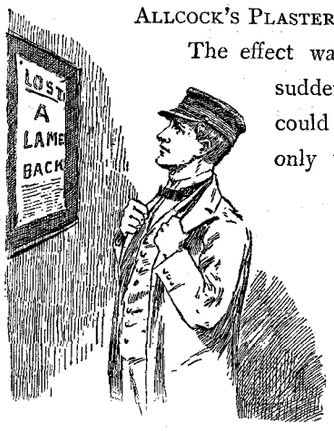

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Mr. Wayne Darlington, one of the most successful and experienced mining engineers in America, and who was for five years in charge of Mr. John W. Mackay's mining properties, is the General Manager of the Company, and his judgment has been followed in the selection of these properties; which are

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THE PETTIT MINE in the Atlanta district, Idaho. Developed to the 500-foot level. Ore blocked out to the value of at least $1,200,000. Planned to be in full operation by July first, and producing net returns of not less than $8,000 per month.

THE SOUTH MOUNTAIN MINE in Owyhee County, Idaho. Robert N. Bell, State Mining Inspector, estimates that this contains 1,000,000 tons of ore, averaging $30 a ton. Planned to be in full operation by December first, and producing net returns of not less than $75,000 per month.

The estimated net returns from the three properties aggregate $93,000 per month, or $1,116,000 annually. These earnings would give a dividend rate of over 37 per cent on the preferred stock.

The stockholders of the Bagdad-Chase Company have unaminously voted to make their issue $2,000,000 of stock all common stock and to sell so much as may be necessary of an authorized issue of $1,000,000 of 8 per cent *cumulative preferred* stock for the purpose of completing the purchase price of the three properties for further development and the erection of the necessary reduction works thereon.

That is to say, these holders of the $2,000,000 of stock originally issued have put $1,000,000 preferred ahead of their own stock so far as dividends and ownership of all properties are concerned, and have agreed that 8 per cent per annum in dividends shall be paid upon it before the common shareholders receive a penny in dividends. Futhermore, they have provided that after all stock has received 8 per cent in dividends, the remaining earnings *shall be equally divided among all the shares,* so that the holders of this preferred stock will, in addition to their protection as preferred stockholders, receive equally as much in dividends as those who are not protected by preferment.

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John H. Stedman, Rochester, N. Y., Secretary (Secretary Ohmer Fare Register Company.)
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Arthur G. Yates, Rochester, N. Y., Director (President Buffalo, Rochester and Pittsburg Railway Co.)

General Manager, WAYNE DARLINGTON, M. E.

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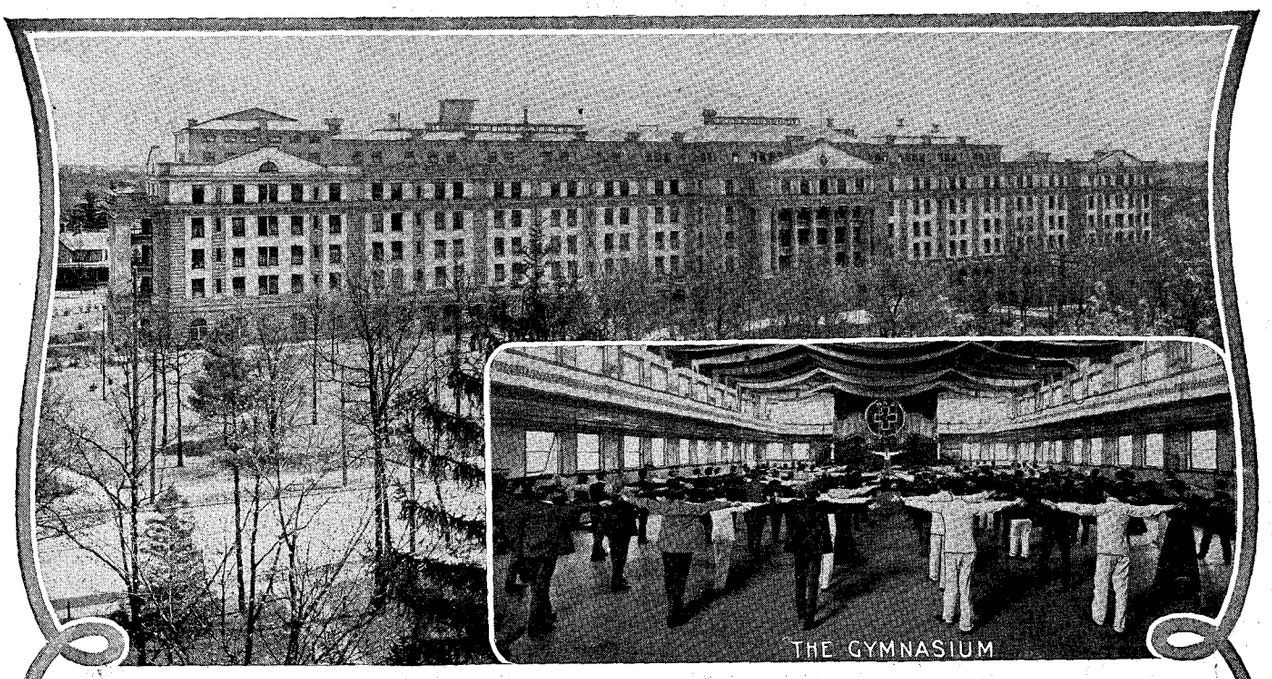

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Moderate Rates. Board and room, including baths, services of trained men and women bath attendants and necessary medical attention, costs less at the Battle Creek Sanitarium, than board and room alone at many resort-hotels not so elegantly appointed.

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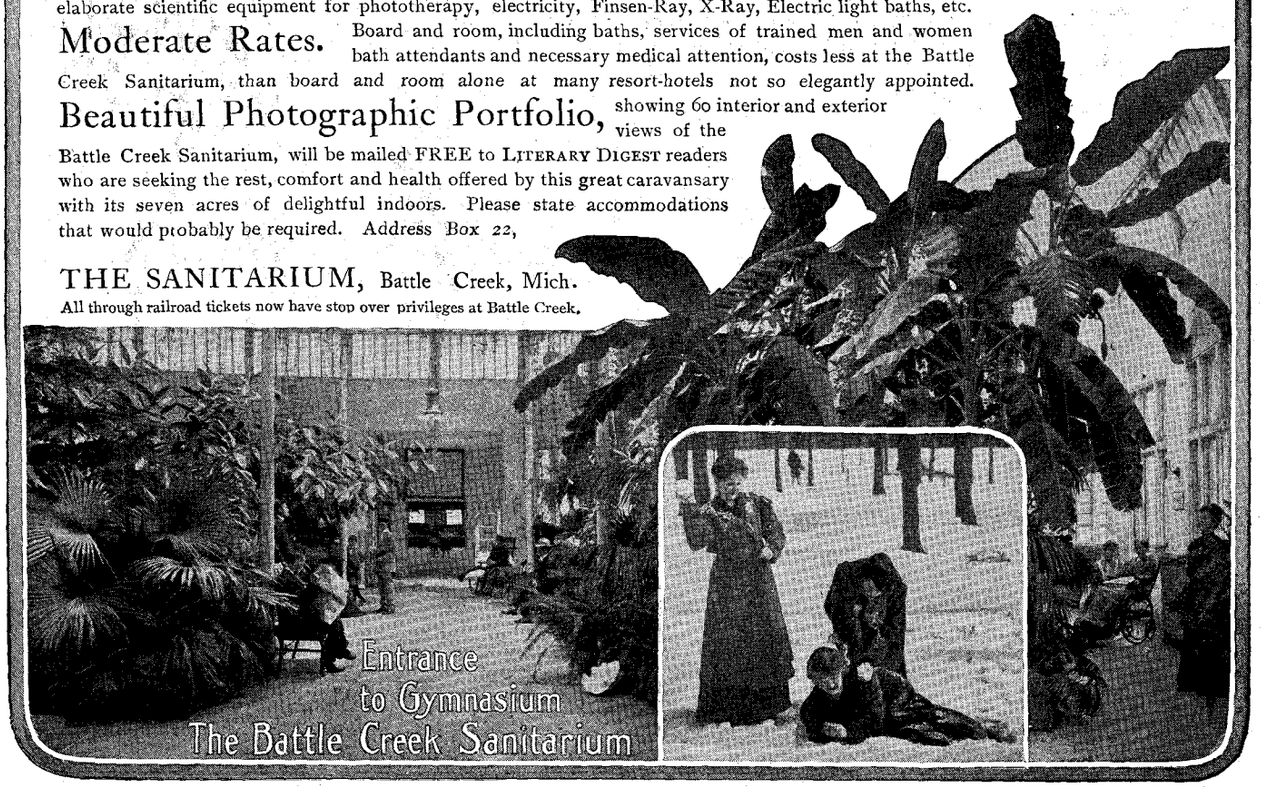

Entrance to Gymnasium The Battle Creek Sanitarium

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